

NAVAL FIGHTERS NUMBER FOURTEEN

CONVULS

**T-29 FLYING CLASSROOM,
R4Y/C-131 SAMARITAN &
CC-109 COSMOPOLITAN**



USN, USCG, USAF AND FOREIGN

BY STEVE GINTER AND NICK WILLIAMS

FRONT COVER - R4Y-1/C-131F (EC-131F) 141024 from the Naval Missile Center, Point Mugu, Calif. (USN via H. ANDREWS)

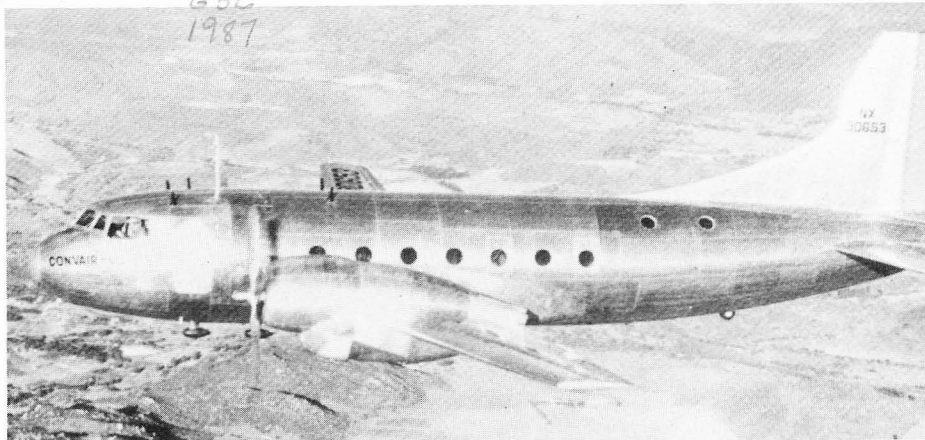
INTRODUCTION

For the fourth time Naval Fighters has foresaken the fighter and produced a book on a very interesting prop-job. This book's contents was aided immensely by Nick Williams once again (see Naval Fighters #13 Douglas F4D Skyray). His stories on the history of the Navy Convairs and on the Air Force YC-131Cs were the impetus which started this project. These articles originally appeared in the Fall 1985 and the Winter 1980 issues of the American Aviation Historical Society Journal. Nick is a frequent contributor to the AAHS Journal, which is the best source of information on American aviation I know of. The Society provides four Journals and four Newsletters a year to its members. 1987 member fees are \$25.00 for U.S. and Canadian members and \$30.00 for foreign members. Membership can be obtained by writing: AAHS 2333 Otis, Santa Ana, Ca. 92704.

In addition to the many contributors listed below, special thanks are extended to Mike Herrill of Execuform models for providing me with his scale three-view drawings of the T-29/C-131 series of aircraft. Execuform produces two vacu-form kits, a model 240 (T-29/C-131A) and a model 340/440/540/580 (C-131 B/H) which are described later in the book. These kits can be purchased directly from Execuform at 721 N. Prospect Ave., Redondo Beach, Ca. 90277.

CONTRIBUTORS

Rick Alexander, Hal Andrews, Dana Bell, Roger Besecker, Ben Burger, Jim Burrige, Bude Donato, Robert F. Dorr, John Elliott, Ted Gibson, Robert Gordon, Bob Gorga, Roy Grossnick, Dan Hagedorn, Mike Herrill, Gene Holmberg, Jack Isabel, Meyers Jacobsen, William T. Larkins, Bob Lawson, Don Linn, Terry Love, Peter Marson, Dave Menard, Peter Mersky, Stephen Miller, Doug Olson, David Ostrowski, Mike O'Rourke, Lionel Paul, George Pennick, Matt Rodina, Fred Roos, B.J. Simons, Larry Smalley, Paul Stevens, Charles Stewart, William Swisher, D.G. Timson, Nolan Tucker, John Wegg, Nick Williams and Dan Wolverton.



The forerunner of the Convair - Liner, the model 110, in flight over Southern (Convair).

DEVELOPMENT

The T-29/C-131/R4Y series of aircraft was one of the military's many cost-saving examples of purchasing existing civil and commercial designs for their utility and transport needs. The first military Convair-Liner was accepted on 8 March 1950. Military production eventually eclipsed civil production with the last Convair-Liner built being a military Canadair CL-66B, serial number 11160 which was delivered on 3 March 1961. This aircraft was the last of 568 military Convair-Liners built. Civil production had stopped at 518 examples, giving the Convair-Liners a production run of 1086. Today, 37 years later, the Convair-Liner continues to fly on both civilian and military rosters, attesting to its reliability throughout the years.

The Convair model 240 (two engines and forty passengers) was conceived directly after World War Two as a DC-3 replacement for use on the trunk lines of America (1,000 miles or less). The 240 was developed directly from the experience gained in producing and testing the experimental model 110. The 110, similar in appearance to the 240 with the exception of its gull-wing, made its first flight on 8 July 1946 at San Diego, Calif. After the testing and commercial economic studies were completed, the model 110 was scrapped on 30 Sept. 1947. The prototype model 240, serial number 1, NX90849, had made its first flight on 16 March 1947. Production aircraft started rolling on 7 Dec. 1948.

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Steve Ginter

THE USAF MODEL 240, T-29 AND C-131 AIRCRAFT

TYPE- Twin-engined medium-range transport.

WINGS- Low-wing cantilever monoplane having an all-metal stressed-skin covering and thermal anti-icing. Aspect ratio 10, mean aerodynamic chord 9 ft. 8.6 in. and 817 sq. ft. wing area.

FUSELAGE- Circular section, all-metal structure with stressed-skin covering.

TAIL UNIT- Cantilever monoplane type with all-metal structure. magnesium covered rudder and elevators were fitted with trim servo-control tabs. Thermal anti-icing was used in the leading-edges of and tailplane.

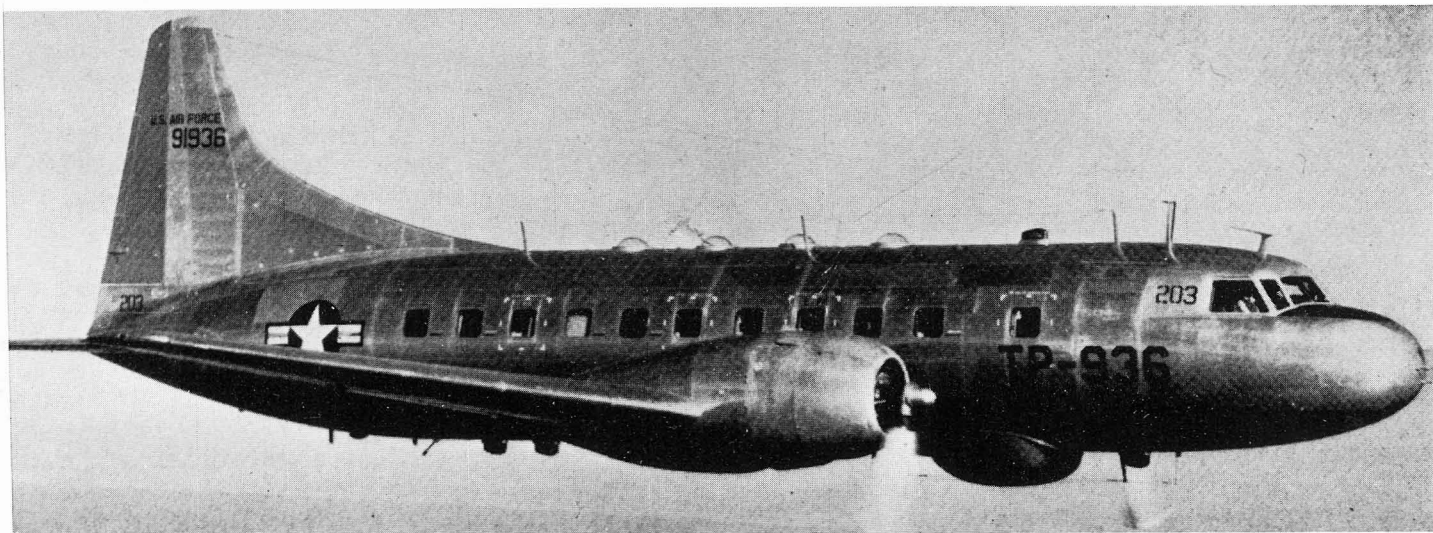
LANDING GEAR- Twin-wheel retractable tricycle type which have a ft. track, with steerable nose wheel.

POWER PLANT- Two Pratt & Whitney R-2800 eighteen-cylinder radial aircooled engines with Hamilton Standard HS 23260 airscrews. The engines are mounted in aerodynamic clean nacelles designed for "aspiration cooling" and "exhaust gas augmentation". Air, after passing through cylinder blocks, enters a venturi section into which the exhaust gases are also ejected. The result is increased cooling and a jet-like exhaust via tail-pipes which gives an increased speed of about 10 to 12 m.p. h.

CREW- Three.

S. Ginter, 1754 Warfield Cir., Simi Valley, California 9306

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T-29A/B DATA

ENGINES- The T-29A had either 1000 h.p. R-2800-77 engines or 1000 h.p. R-2800-97 engines. The T-29B used the 2,400 h.p. R-2800-97 engines exclusively. Performance data below relates to the 2,400 h.p. engines.

DIMENSIONS- Span 91 ft. 9 in., length 74 ft. 8 in., Height over tail 26 ft. 1 in., Wing area 817 sq. ft.

WEIGHT- Take-off 43,575 lbs.

PERFORMANCE- Maximum speed 250 m.p.h., average cruising speed 200 m.p.h., stalling speed with flaps 60 m.p.h., rate of climb 1,230 ft. per min., service ceiling 23,500 ft., cruise range 1,500 miles.

NOTES- Two prototypes of the T-29A were built as crew trainers which were later converted to T-29A standards. 49-1911 (c/n 169, 179).

TP-938 (240-17) - The cabin of a T-29A had fourteen fully-equipped stations for navigator students or instructors and one radio-operator's station.

Typical T-29A in factory fresh natural metal finish with correct "TP" buzz no. and Convair construction no. 203 still painted on the nose and tail. Note the four astrodomes which are characteristic of the T-29A. (Convair)



T-29A 49-1917 on 8-19-51 in natural metal finish, note round can-type exhaust pipes. (W.J. Balogh via Menard)

Each student had access to a map table, LORAN scope, altimeter indicator and a radio compass panel. In the roof are four astrodomes for taking sextant sights and the cabin was equipped with five driftmeters. The aircraft was also fixed with a large

belly radome. The T-29A was not pressurized but was fitted with oxygen equipment. The first flight of the T-29A was on 22 Sept. 1949. 46 were built: 49-1912/1945 (c/n 180, 152, 181/212) and 50-183/194 (c/n 213/224).



Natural metal T-29A 49-1938 assigned to Mather AFB, Ca. black radome and yellow prop tips. (via Clay Jansson)



VT-29A 49-1940 on 5-9-64, note belly radome has been removed. Colors are natural metal and white with blue cheat lines and silver engine nacelles. (Clay Jansson)



T-29B 51-3816 at Hahn Air Base in the fall of 1961, note incorrect "TJ" buzz no., it should be "TP". Colors are natural metal with da-glo nose and rear fuselage stripe. (Menard)

T-29B 51-5123 landing at LAX in 1972, note flaps and full gear extension. Colors are grey and white with blue cheat line and black radome. (Nick Williams)



YT-32A (240-18) - Project cancelled. Ordered as a bombardier trainer with two bomb bays for 24 100 lb. practice bombs, a 26 in. transparent nose extension for bombardier trainee and instructor, a raised cockpit cabin to facilitate access to the nose and a pressurized cabin.

CT-29A (240-17) - Cargo conversion of the T-29A, at least two converted, 49-1910 and 1933.

GT-29A (240-17) - Permanently grounded T-29A, 49-1934, used as an instructional airframe.

VT-29A (240-17) - Conversion of T-29A to staff transports. 26 converted; 49-1911, 1914/1916, 1918/1921, 1924/1925, 1927, 1929/1930, 1935, 1937, 1939/1940, 1942/1945, 50-183/184, 188, 191/192.

T-29B (240-27) - Differed from the T-29A by having a pressurized cabin, increased fuel capacity and a greater take-off weight of 43,575 lbs. versus the 40,500 lbs. of the T-29A. The number of astrodomes were reduced to three while one periscopic sextant was used on top of the fuselage. Provisions for ten navigator and four radio operator students were made. First flight was on 30 July 1952. 105 were built; 51-3797/3816 (c/n 225/244), 51-5114/5172 (c/n 245/303), 51-7892/7917 (c/n 304/329).



RT-29B 51-7912 in 1959 while in use by ITT (International Telephone and Telegraph) for SLAR testing. Colors are silver and white with da-glo nose and rear fuselage band and yellow ITT on a blue stripe. (via W.T. Larkins)

RT-29B (240-27)- T-29B, 51-7912, used for SLAR testing by ITT (International Telephone and Telegraph).

NT-29B (240/27)- The T-29B when modified as a permanent test aircraft, at least three modified, 51-5132, 5164 and 7912.

JT-29B (240-27)- The T-29B when used for temporary special testing, 51-5164 used in this capacity prior to becoming a NT-29B.

ET-29B (240-27)- T-29B, 51-7912, prior to Aug. 1955 while being used as a test airframe which was exempt from routine modifications and groundings, became NT-29B.

VT-29B (240-27)- Conversion of T-29B to staff transports with seats for 29 to 32 passengers. At least 66 converted; 51-3797/3799, 3801, 3804/3809, 3811/3812, 3814/3816, 51-5114, 5116, 5118, 5120/5121, 5123, 5125/5126, 5128, 5130/5131, 5133, 5135/5136, 5139/5143, 5146/5152, 5154/5158, 5160/5161, 5163/5164, 5167/5168, 5171, 51-7892, 7894, 7897, 7899, 7901/7903, 7908, 7910/7911, 7913/7916.

NVT-29B (240-27)- VT-29B, 51-7913, fitted with a cargo door on the starboard side of the rear fuselage.

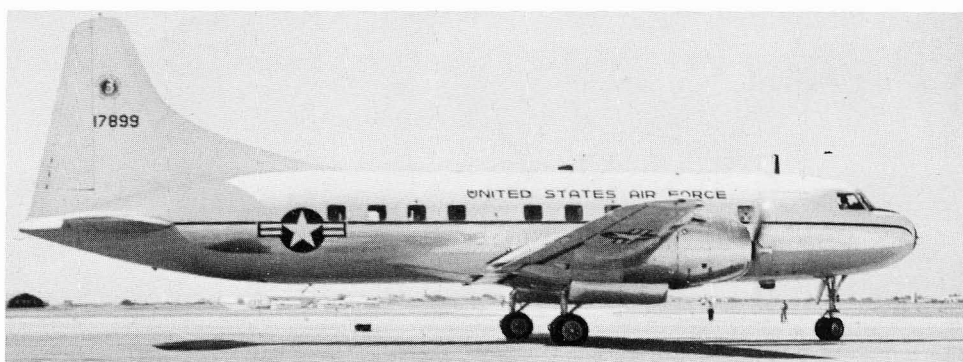
VT-29B 51-7899 assigned to HQ, 3rd AF, London. Note unusual script used for USAF and the 3rd AF insignia on the tail. (G.W. Pennwick via Menard)



NT-29B 51-7912 at Baltimore on 9-3-65, note the astrodomes are removed and a Solar T41 gas-turbine unit as carried on JC-131Bs is fitted under the fuselage. Colors are natural metal with upper white fuselage and yellow fuselage stripes. (D. Lucabaugh via Jansson)



VT-29B 51-5125 on 5-9-64. (Clay Jansson)





Factory fresh T-29C 53-3475 in flight with Convair construction no. 429 still affixed. (Convair)



VT-29C 52-1133 at Norton AFB on 5-9-64 (Clay Jansson)

AT-29C 52-1097 of the AACS (Airways & Air Communications Services) in 1961, note serial 1097 repeated on the gear door and the extensive da-glo treatment bordered by blue lines. (W.T. Larkins)



T-29C DATA

ENGINES- 2,5000 h.p. R-2800-99W engines.

DIMENSIONS- Same as the T-29A/B except height over tail 27 ft. 3 in.

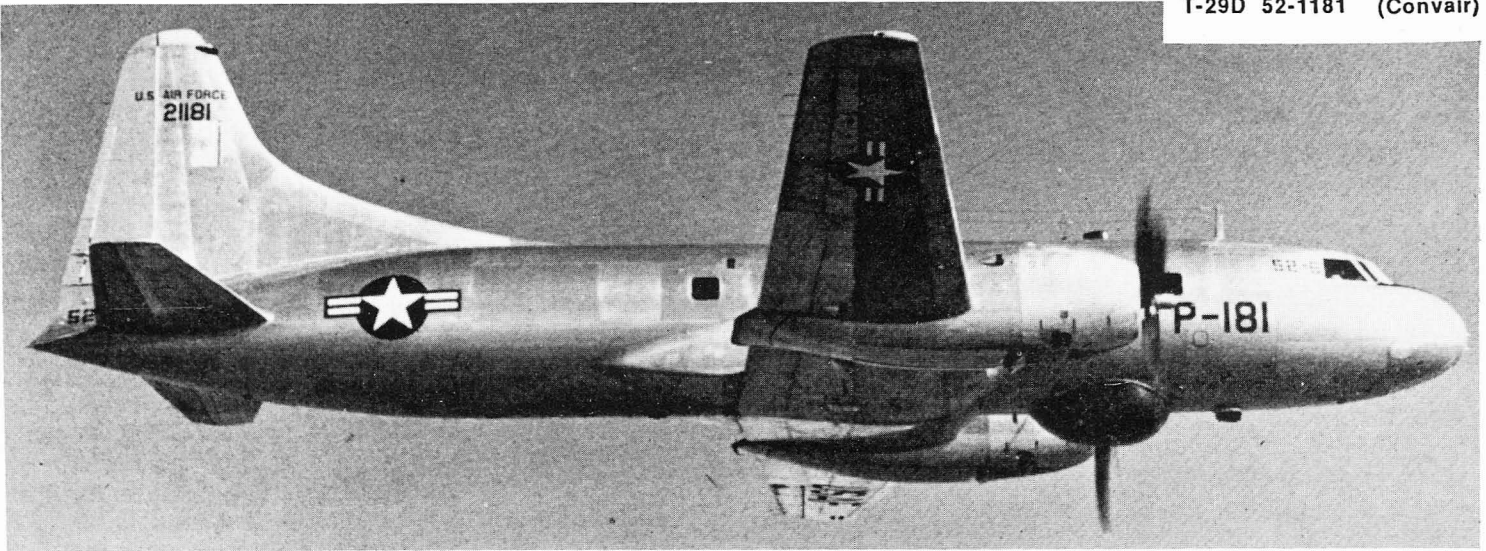
PERFORMANCE- Same as the T-29A/B except stalling speed 92 m.p.h., rate of climb 1,370 ft. per min., service ceiling 24,000 ft.

T-29C (240-27)- Differs from the T-29B in having 2,500 h.p. R-2800-99W engines, 119 built; 52-1091/1175 (c/n 330/414), 53-3461/3494 (c/n 415/448). First flight 28 July 1953.

VT-29C (240-27)- Conversion of the T-29C to staff transports with seats for 29 to 32 passengers. At least 18 converted; 52-1091, 1094/1095, 1101, 1103, 1108, 1112/1113, 1121, 1123, 1130, 1133, 1138, 1173, 53-3468, 3490, 3492/3493.

ET-29C, 52-1097 and 1128 were also converted to VT-29C standards.

AT-29C (240-27)- Ten T-29C aircraft converted to airways checking duties, became ET-29C in 1962. 52-1092, 1096/1098, 1105/1106, 1125, 1128, 1139 and 1142.



ET-29C (240-27)- Ex AT-29C. In 1963 the remaining ET-29C aircraft were transferred to the FAA for airways checking.

T-29D (240-52)- Differed from the T-29C by deleting the astrodomes and providing for six bombardier/navigation students and an instructor. Training equipment included the "K" system bombsight and other radar and optical bombing and navigation equipment. 93 built; 52-1176/1185 (c/n 52-1/10), 52-5812/5836 (c/n 53-32/56), 52-9976/9980 (c/n 53-27/31), 53-3495/3546 (c/n 449/500). First flight was on 11 Aug. 1953.

ET-29D (240-52)- Airways checking conversion of the T-29D. At least eleven converted; 53-3500, 3502/3508, 3510, 3513/3514.

VT-29D (240-52)- Conversion of the T-29D to staff transports. At least 48 converted; 52-1176/1177, 1184, 52-5813, 5815, 5818/5819, 5821, 5825, 5827, 5829/5836, 52-9976/9980, 53-3495/3496, 3499, 3515/3516, 3518/3519, 3521/3525, 3528, 3530, 3533/3534, 3536/3543, 3545/3546.

KT-29E- proposed version of the T-29B with two T-38A turboprops.

VT-29E- Four conversions of the T-29B for MATS use. Two were set up for V.I.P. use and two had standard high density seating. All four were equipped with the weather mapping radar used extensively on the model 440 and on many model 340s. 51-5171 and three others.



T-29D 52-9976 in Aug. 1961 at Santa Maria, Ca. Note incorrect "TJ" buzz no. prefix and 9976 serial on the gear door. Colors are natural metal with da-glo nose and fuselage stripe. (Swisher)



VT-29D 52-1185 in 1961 with grey belly, silver sides and white roof. (via W.T. Larkins)

VT-29E 51-5171 in 1960. Colors are silver, da-glo and white separated by blue lines. Note two star general placard next to the stairs. (via W.T. Larkins)



C-131A DATA

Same as T-29C except in performance.

PERFORMANCE- Maximum speed 313 m.p.h., stalling speed 95.4 m.p.h., rate of climb 1,410 ft. per min., service ceiling 24,500 ft., range 1,600 miles.

C-131A (240-53)- C-131A "Samaritan" or "Good Samaritan" was the military transport version of the model 240 which was ordered by MATS for use as a medical evacuation transport, and known unofficially as the MC-131A. The cabin could be arranged to carry 37 passengers in backward-facing seats or 27 stretchers or several combinations of both. A large cargo door was installed in the port aft side of the fuselage to facilitate handling of litter patients. The standard integral stairway was located on the starboard side of the fuselage forward of the wing. 26 were built; 52-5781/5806 (c/n 53-1/26).

VC-131A (240-53)- Designator used for a short period of time for the few C-131A aircraft used as staff transports. Became C-131A after 1962.

AC-131A(240-53) Airways checking conversions of the C-131A. At least two, 52-1106 and 1139.



C-131A 52-5800 at Detroit in July 1955. Tail stripe is blue with white lettering and yellow borders, note 1731 st Air Transport Sqd. (AE) painted on the gear doors. (Menard)



MC-131A 52-5782 in standard silver and white scheme with red cross and yellow continental on the tail. (via Burger)



VC-131A 51-5115 of the USAF Recruiting Service. (Phil Chinvery via Nick Williams)



AC-131A 52-1139 of MATS Airways and Air Communications Service (AACS) in 1960. Colors are silver and white with da-glo nose and tail stripe, AACS in yellow on a blue stripe bordered by thin yellow stripes. (via W.T. Larkins)

HC-131A (240-53)- USAF surplus C-131A aircraft transferred to the USCG in 1976 for an interim aircraft between the HU-16 and HU-25. These aircraft carried distinctive pug-nose radomes, and the "last four" of their USAF serial number for a USCG serial number.

HC-131A 5794 in 1978 while assigned to Miami. Colors are white with orange tail flashes and wide forward fuselage stripe, narrow stripe is blue. (via Burger)



THE MILITARY MODEL 340/440 C-131B/G, R4Y-1/2

The model 340 and 440 were stretched and improved versions of the model 240.

C-131B DATA

FUSELAGE- 16 inches were added forward of the wing and 38 inches were added aft. This increase in cabin length enabled an additional row of passenger seats to be fitted.

WINGS- Wing area increased 103 sq. ft. to 920 sq. ft. Span increased 13 ft. 7 in. to 105 ft. 4 ins. Fuel capacity increased by 750 gallons. The engine nacelles were also lengthened 7 inches forward of the wing.

The 440 differed from the 340 in having more closely fitting engine cowls with rectangular exhaust outlets. Many of the model 340s were retrofitted with these 440 cowls. Further improvements over the 340 were the addition of aileron and flap seals and improved soundproofing.

ENGINES- 2,500 h.p. R-2800-99W engines.

DIMENSIONS- Span 105 ft. 4 in., length 79 ft. 2 in., height 28 ft. 2 in.

WEIGHT- Take-off 47,000 lbs.

PERFORMANCE- Maximum speed 305 m.p.h., cruising speed 276

m.p.h., rate of climb 1,330 ft. per min., service ceiling 25,500 ft., cruising range 1,900 miles.

ACCOMMODATIONS- Crew three, passengers forty-eight.

C-131B (340-70)- Purchased for airborne electronics equipment testing. Equipped with port side integral stairway forward of the wings and a large cargo door in the port aft fuselage, and one astrodome. There were provisions for 48 aft-facing seats which could be removed for cargo duties.

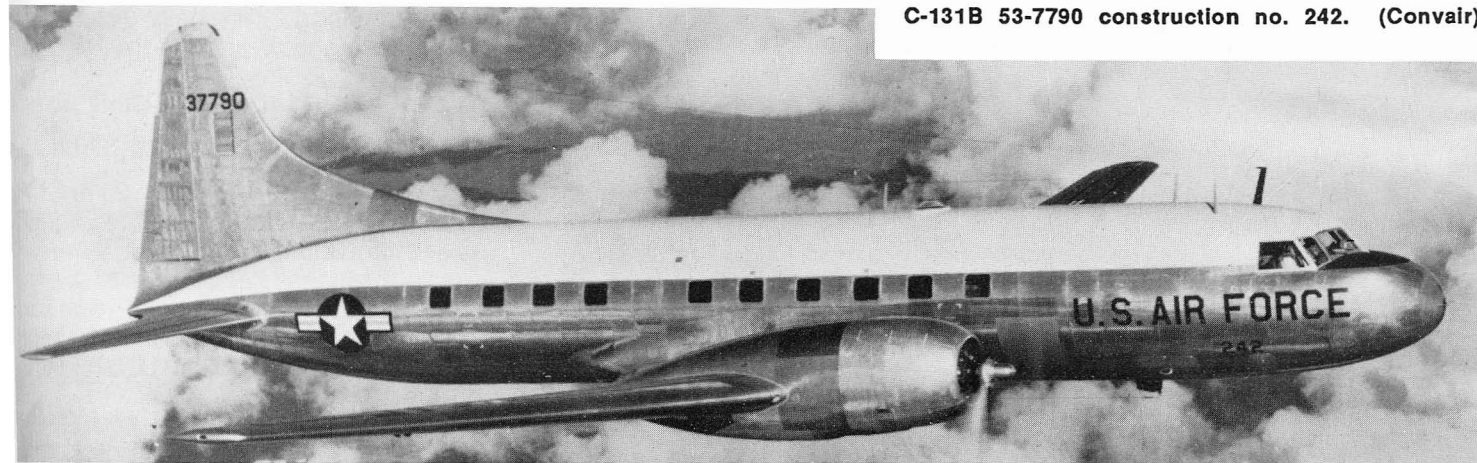
Most all C-131Bs were operated with one or two Solar T41 gas-turbine units, mounted in pods under the wing's center section. These units drove generators which supplied electrical power to the aircraft. 36 were built; 53-7788/7823 (c/n 240/275).

JC-131B (340-70)- Designation for C-131B aircraft used for missile tracking by the 6560th Operations Group (Range Support) and by C-131Bs used on other electronic test projects where modifications rendered the aircraft unusable as a transport.

JC-131B 53-7808 in Nov. 1957 with the Solar T41 gas-turbine units being carried under the fuselage. (Sommerich via Jansson)



C-131B 53-7790 construction no. 242. (Convair)





VC-131B (340-70)- The C-131B when used as a staff transport.

NC-131B (340-70)- C-131B, 53-7797, used for permanent testing.

YC-131C (340-36), (340-64)- Two model 340s equipped with two 3,750 s.h.p. Allison YT-56 turboprop engines. Take-off weight was increased to 53,200 lbs. and cruising speed was increased to 320 m.p.h. First flight was on 29 June 1954. Two were converted; 53-7886/7887 (c/n 91,131).

YC-131C 53-7787. (via N Williams)



C131D 55-298 construction no. 229. (Convair)



VC-131D 54-2815 in July 1965. (via R. Besecker)

C-131D (340-79)- Model 340 transport version with provisions for 44 passengers. 16 were built; 54-2806/2807, 2810, 2813, (c/n 201,203,207,215), 55-290/301, (c/n 206, 212, 315/316, 321, 223/224, 322,229,326, 233, 329).

VC-131D (340-68)- One model 340, 54-2805 (c/n 183), used as a staff transport. Originally ordered by Lufthansa and diverted to the USAF.



VC-131D (340-67)- Staff transport. 16 built; 54-2808/2809, 2811/2812, 2814/2825, (c/n 204/205, 208/209, 216/217, 220/221, 225/226, 228, 231/232, 234/235, 238).

TC-131E (340-72)- Proposed electronic countermeasures training aircraft, delivered as C-131E aircraft.

C-131E 55-4752 configured as a TC-131 in 1973. (via Burger)

RC-131F (340-73)- Proposed photo surveying aircraft, delivered as C-131E aircraft.

RC-131G (340-74)- Proposed airways checking aircraft, delivered as C-131E aircraft.

C-131E (440-72)- Electric countermeasures trainer version. 15 built; 55-4750/4759 (c/n 337/346), 57-2548/2552 (c/n 476/480). Five aircraft procured through the Air Force and configured as RC-131G airways checking aircraft were delivered to the CAA (later FAA) for that duty. They were; 55-4756 (c/n 343), 572548/2551 (c/n 477/480). The remaining ten aircraft were used as TC-131Es with six being converted to fulfill the RC-131F role at a later date. One C-131D, 54-2816 was also converted to C-131E standards.

NAVAL CONVAIRS

R4Y-1Z (340-66)- One VIP staff transport built for the Navy, 140378.

R4Y-1 (340-71)- Navy transport, cargo version of the model 340 with large port rear cargo door and entire cabin floor stressed for cargo. It had a 44 seat capacity with specifications the same as the C-131B. 36 were built; 140993/141028 (c/n 276/311).

C-131F (340-71)- 1962 designation for the R4Y-1.

VC-131F (340-71)- 1962 designation for the R4Y-1 when used in the VIP role.

R4Y-2 (440-71)- Two Navy transport, cargo versions of the C-131E aircraft, 145962/963 (c/n 481/482).

C-131G (440-71)- 1962 designation for the R4Y-2.

VC-131G (440-71)- C-131G, 145963, when used in the VIP role.

R4Y-2/2T (440-91)- Proposed navigational trainer, 13 ordered, 145964/145976, all cancelled.

R4Y-2S (440-92)- 14 ASW trainers, 145977/145990, all cancelled.

R4Y-2Q (440-93)- 5 ECM trainers, 145991/145995, all cancelled.



C-131E 55-4759 at Baltimore on 5-9-67. Colors are grey belly with silver sides and a white roof and tail fin. (D. Lucabaugh via Jansson)



R4Y-1 141012 from the AIRFMFLANT in 1956. (W.T. Larkins)



C-131F 141000 while used as a station hack by the Naval Weapons Center, China Lake, Ca. on 5-17-77. Colors are grey and white with black trim. (via Smalley) C-131G 145962 of HQ, USMC in 1978. Colors are polished metal and white with black trim. (via Burger)





EC-131F 141024 from NAS Point Mugu, Ca. in 1978, note tail stripe is blue. (Naval Fighters)



EC-131F (340-71)- R4Y-1/C-131F, 141024, based at Point Mugu, Calif., and used as a range aircraft. Designation never appeared on the aircraft.

C-131H (580)- Turboprop conversion of C-131D 54-2815, 54-2817, 55-299 and C-131E 54-2816, using the Allison T-56 engines. The five C-131E aircraft delivered to the CAA (later FAA) were also re-engined to model 580 standards. 54-2815, 54-2817 and 55-299 were transferred to the Navy in 1979.

VC-131H (580)- Initial designation for the C-131H.

MILITARY MODEL 580, C-131H/CC-109

The model 580 was a conversion of model 340/440 aircraft done by PAC Aero (Pacific Airmotive Corp.) in which Allison 501-D or military T-56 turboprops replaced the piston engines. The conversion was a simple one with each complete engine and nacelle being mated directly to the existing firewall. The Allison turboprop utilized Aeroproducts 606 four-blade metal constant-speed reversible-pitch propeller with a 13 ft. 6 in. diameter.

Other modifications needed because of the increase in power provided by the turboprops were not as simple. The horizontal tail surfaces had to be increased to 39 ft. 11 in. or an additional 17 sq. ft. of area. Likewise, the area of the vertical tail was increased by 12 sq. ft. Other modification work involved the fuel, fire extinguishing, hydraulic, cabin heating and pressurization, anti-icing, electrical and starting systems.

C-131H/CC-109 DATA

DIMENSIONS- Span 105 ft. 4 in., length 81 ft. 6 in., height 29 ft. 2 in.

WEIGHTS- Normal take-off 53,200 lbs., maximum take-off 57,000 lbs.

PERFORMANCE- Cruising speed 342 m.p.h., rate of climb 2,050 ft. per min., range 2,270 miles.

POWER PLANTS- 4,050 s.h.p. Allison T56-A-7A turboprops.

At left are the four VC-131Hs at the PAC AERO plant in Burbank, CA. in the fall of 1966. 55-299, 54-2815, 54-2816 and 54-2817. (Bude Donato and Clay Jansson)



CC-109 (580)- Seven conversions of Canadair model 540 (CL-66B) aircraft for the Canadian Armed Forces.

VC-131H 54-2817 on 2-25-74 white in use by Vice President Ford. Colors are polished metal and white with blue and gold trim and blue lower forward fuselage. (Marty Isham)

NC-131H (580)- Conversion of C-131B 53-7793 to Total In-Flight Simulator (TIFS program). The program was developed by Cornell University to reproduce inflight attitudes of large jet airliners. Turboprop equipped with T-56 engines and having a lengthened nose incorporating a separate cockpit, moveable control surfaces mounted vertically above and below the outer wing panel leading edges. Aircraft was operated by the Air Force Flight Dynamics Lab, AFSC, Wright Patterson AFB, Ohio.



Canadair CL-66B after conversion to CC-109 at Burbank in Jan. 1967. (Budd Donato via Clay Jansson)

NC-131H 53-7793 of the Air Force Flight Dynamics Lab in 1974. Nose emblem reads USAF/CAL TIFS, Total inflight Simulator. (via Jansson)





What should be nick-named the "Ugly Duckling", the one-and-only NC-131H 53-7793 in flight. Colors are natural metal with gloss white fuselage top and a blue cheat line, all other markings are black. The two photos at right show two different close-up views of the "Total In Flight Simulator" station. (Marty Isham)



PREFERRED READING

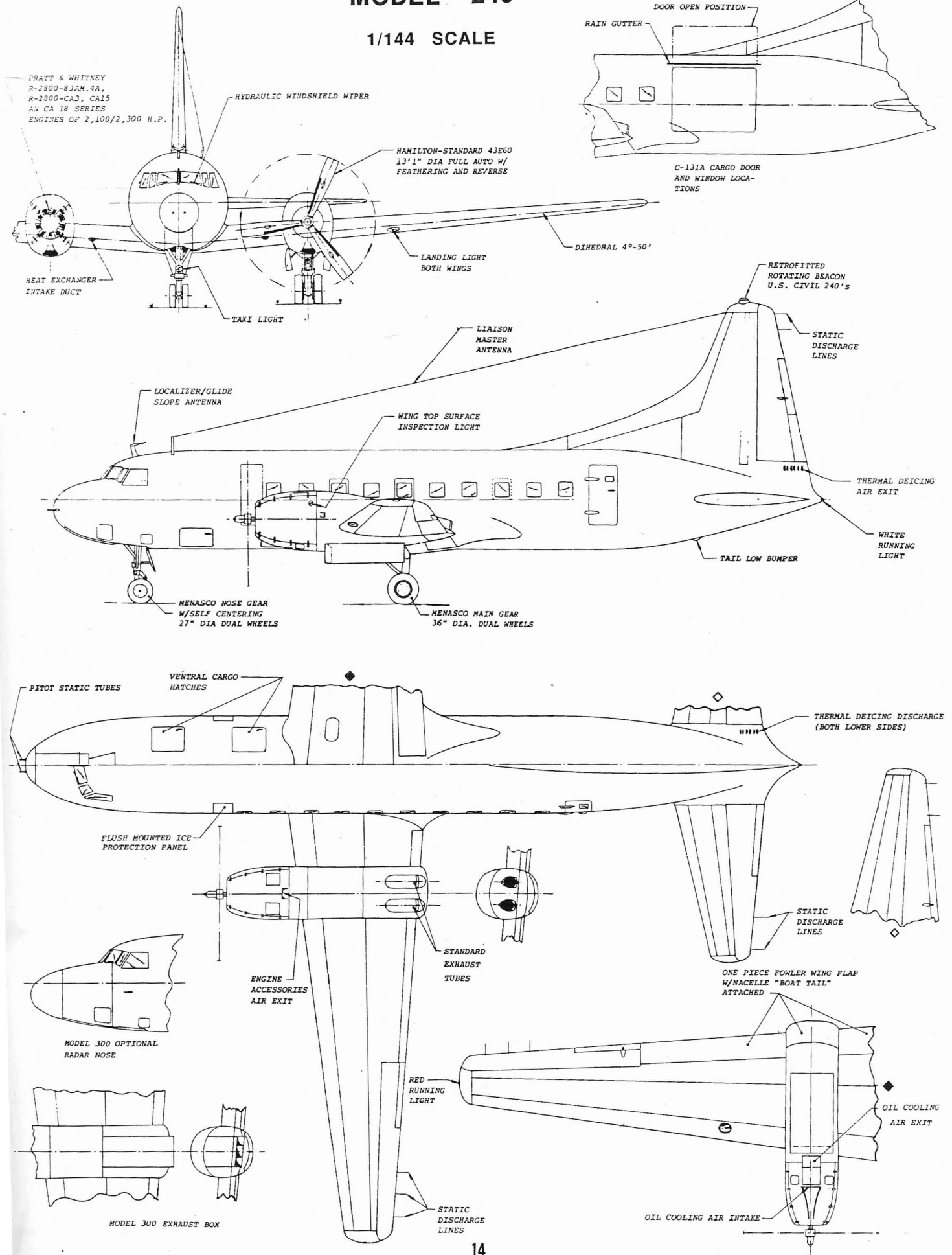
Killion, Gary L., "The Convair Twins 240 to 640", London: MacDonald and Jane's, 1979. This book is a must!

Bishop, G. Knox, "Tango Two Niner and Charlie One Three One", IPMS Quarterly Vol. 19, No. 2, Winter 1983. Available through IPMS, 4940 East Evans Ave., P.O. Box 480, Denver, Co. 80201. Mostly color schemes.



MODEL 240

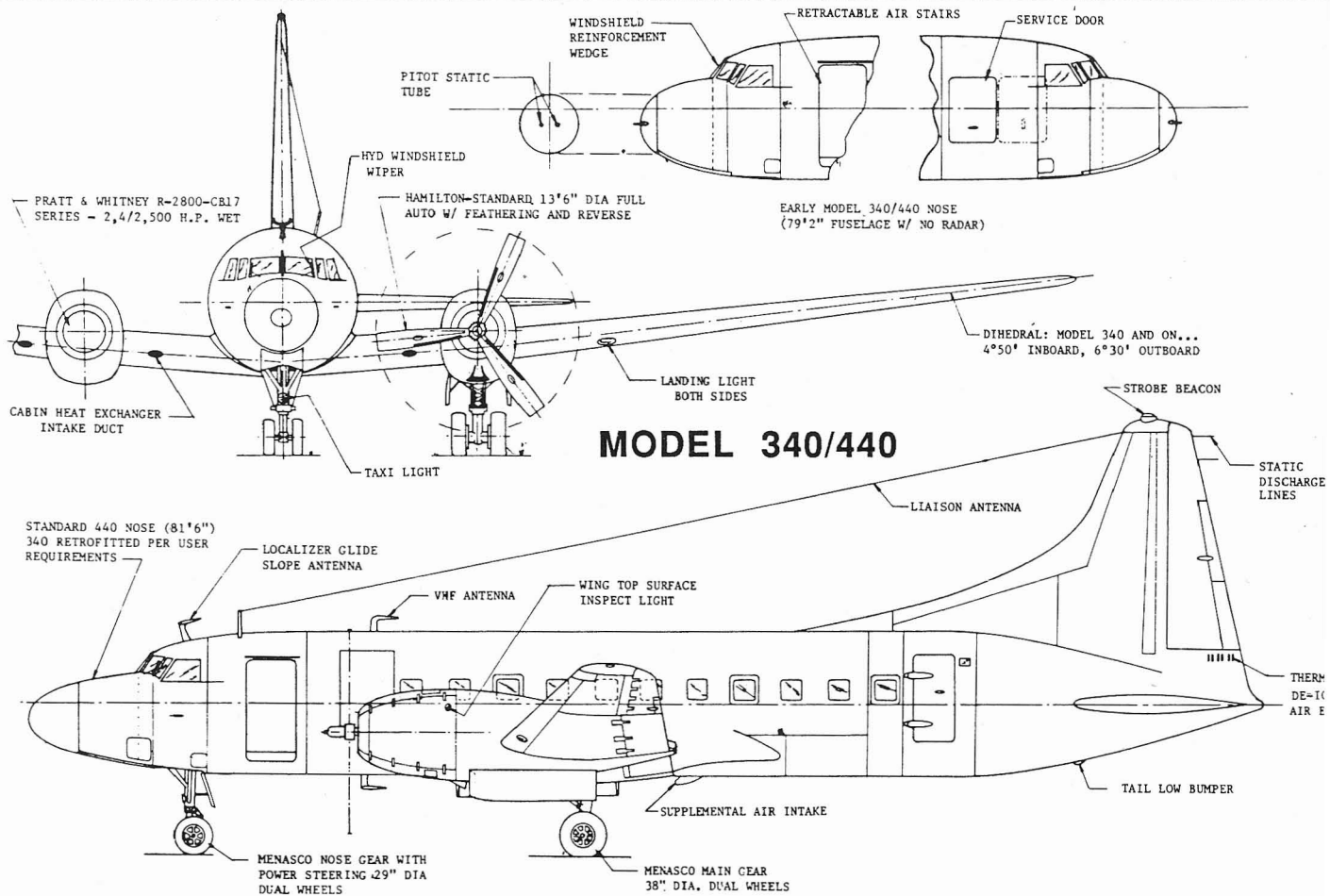
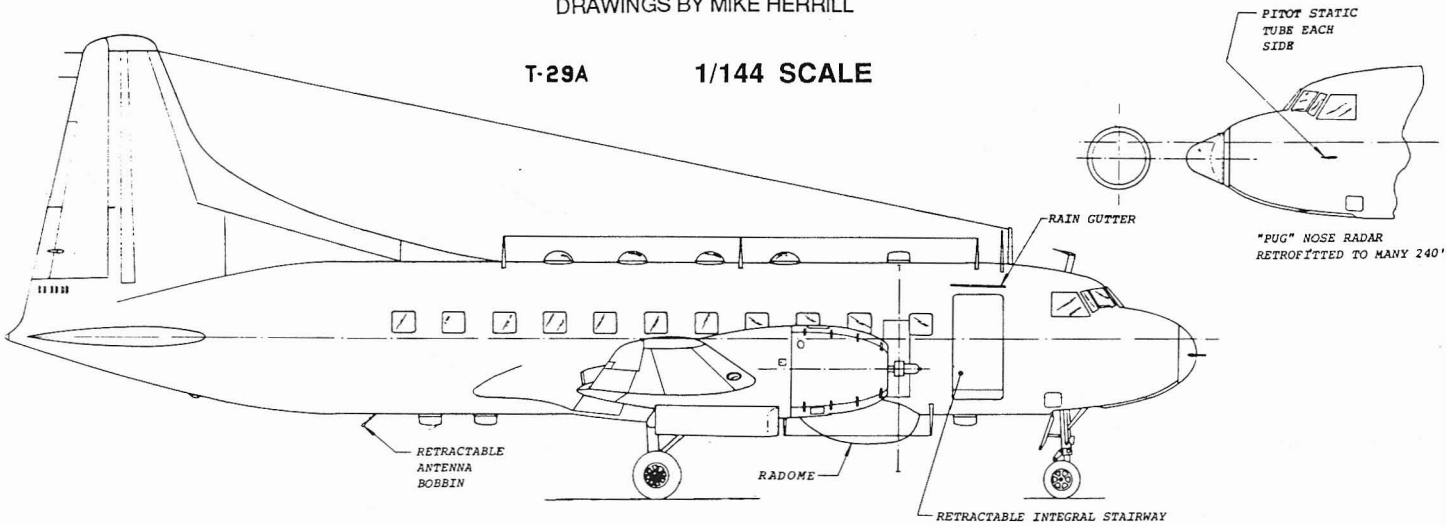
1/144 SCALE



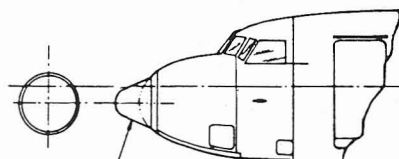
DRAWINGS BY MIKE HERRILL

T-29A

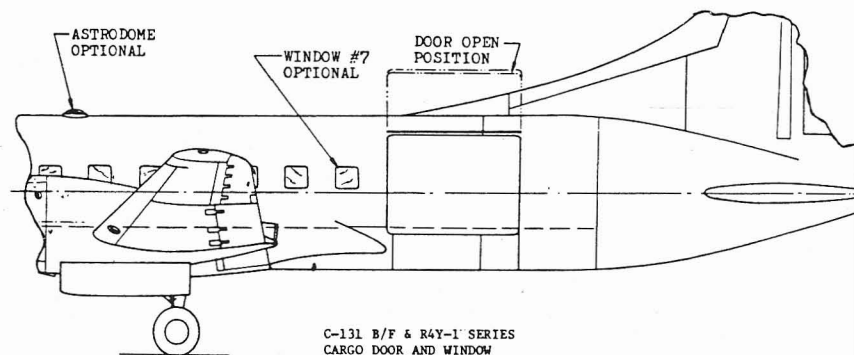
1/144 SCALE



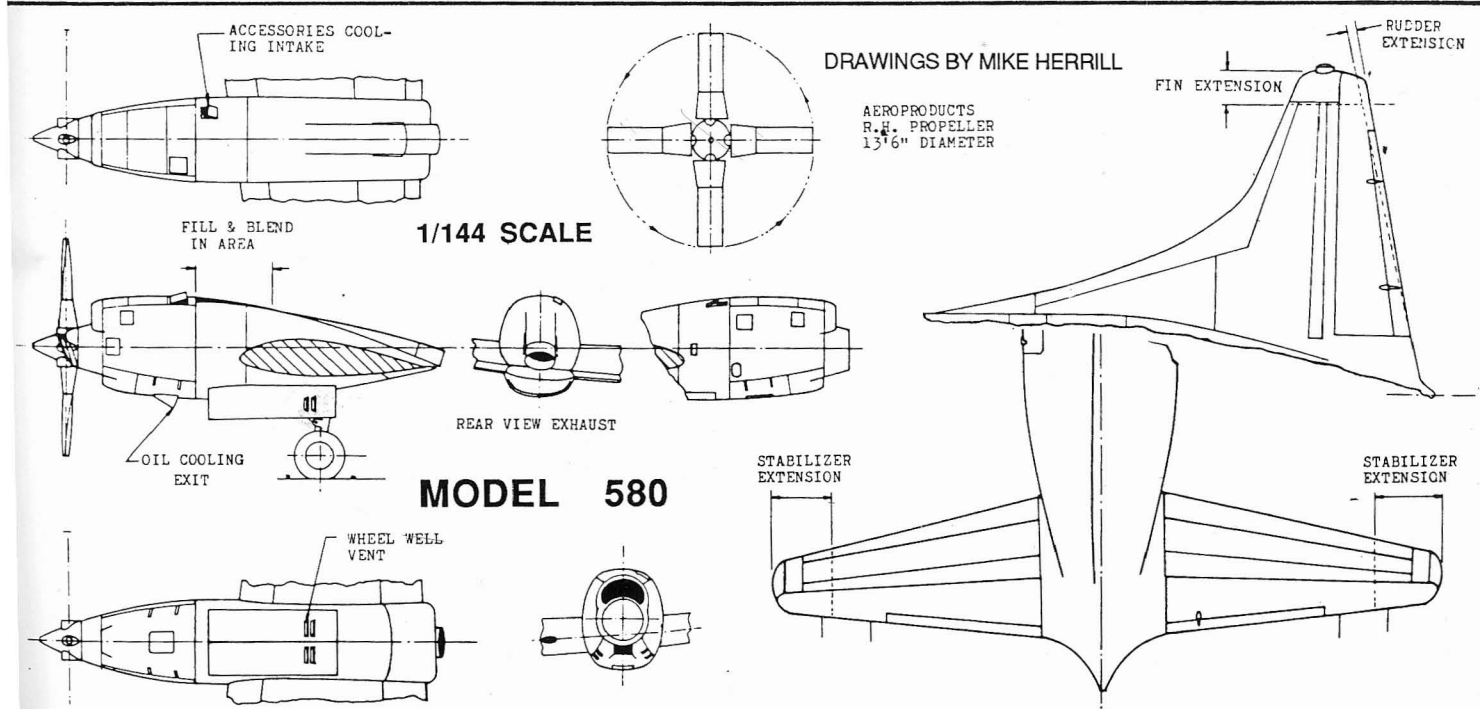
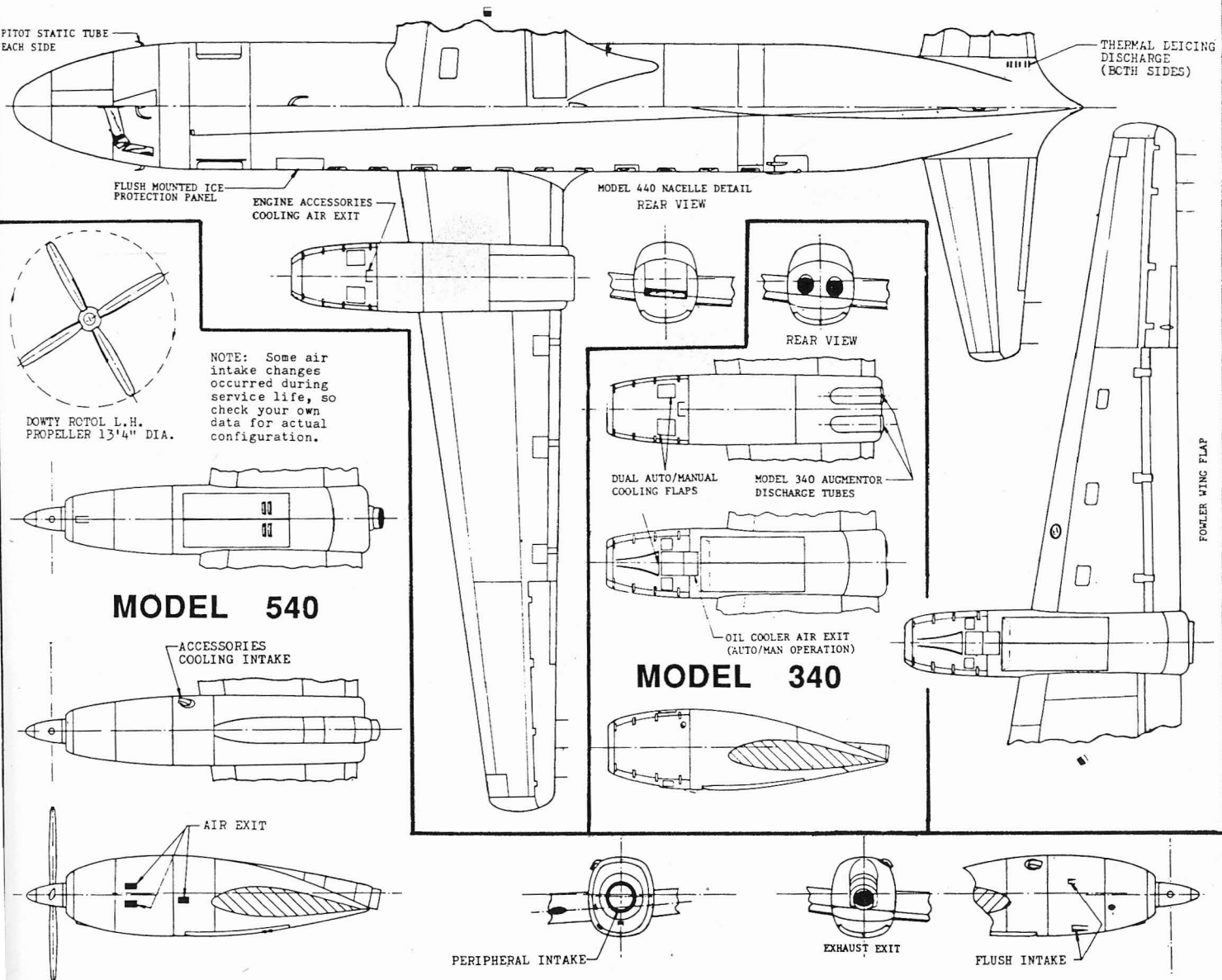
NOTE: VC-131H was a short-nosed Model 580 with pug nose added for radar (part of Presidential flight).



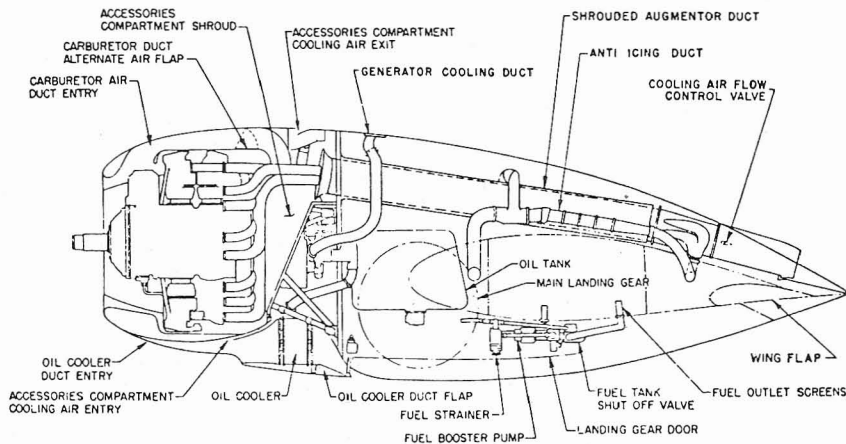
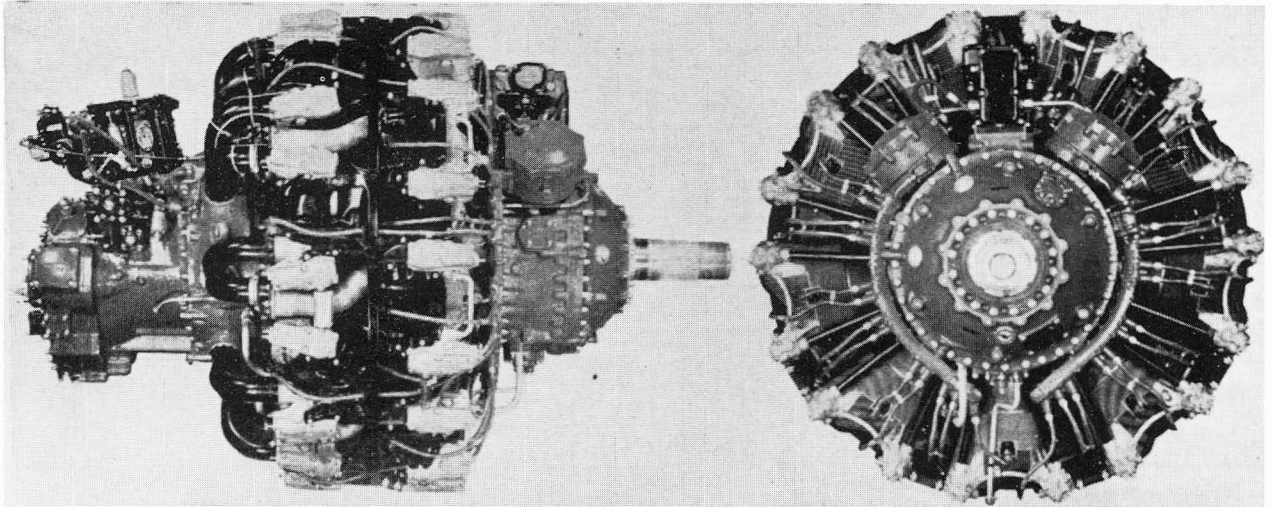
"PUG" NOSE RADAR. USED IN EARLY 340's AND SOME 440's.



C-131 B/F & R4Y-1 SERIES CARGO DOOR AND WINDOW ARRANGEMENT



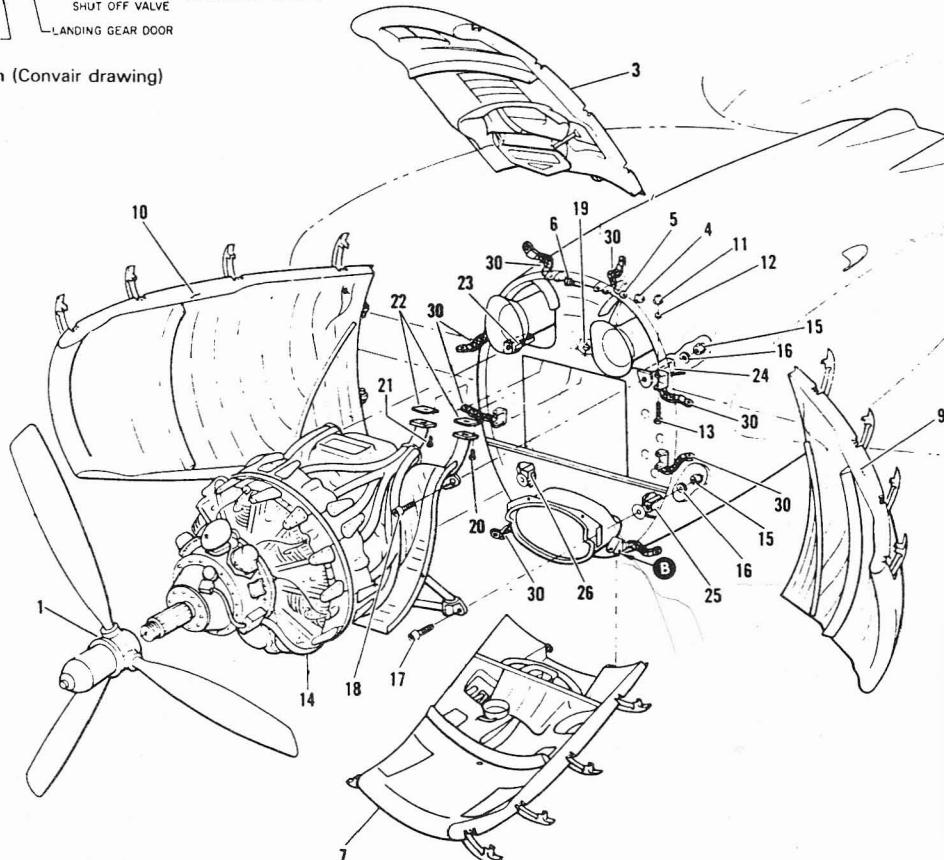
PRATT & WHITNEY R-2800 DOUBLE WASP



Engine nacelle side view showing augmentor cooling system (Convair drawing)

POWER PLANT

- 1 . PROPELLER ASSEMBLY, HS
- 3 . COWL ASSY, ENGINE TOP
- 4 . NUT
- 5 . WASHER
- 6 . BOLT
- 7 . COWL ASSY, ENG BOTTOM
- 9 . COWL ASSY, ENGINE SIDE OUTBD LH
- 10 . COWL ASSY, ENGINE SIDE INBD LH
- 11 . NUT
- 12 . WASHER
- 13 . BOLT
- 14 . POWER PLANT ASSY, LH SEE FIG.
- 15 . NUT
- 16 . WASHER
- 17 . BOLT, LWR ENG MOUNT
- 18 . BOLT, UP ENG MOUNT
- 19 . NUT
- 20 . BOLT
- 21 . BOLT
- 22 . GASKET, OIL FITTING
- 23 . FITTING, UP LH
- 24 . FITTING, UP LH
- 25 . FITTING, LWR
- 26 . FITTING, LWR
- 30 . BRAID ASSY, BONDING HINGE



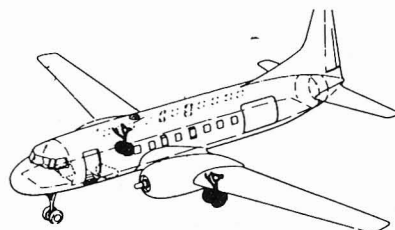
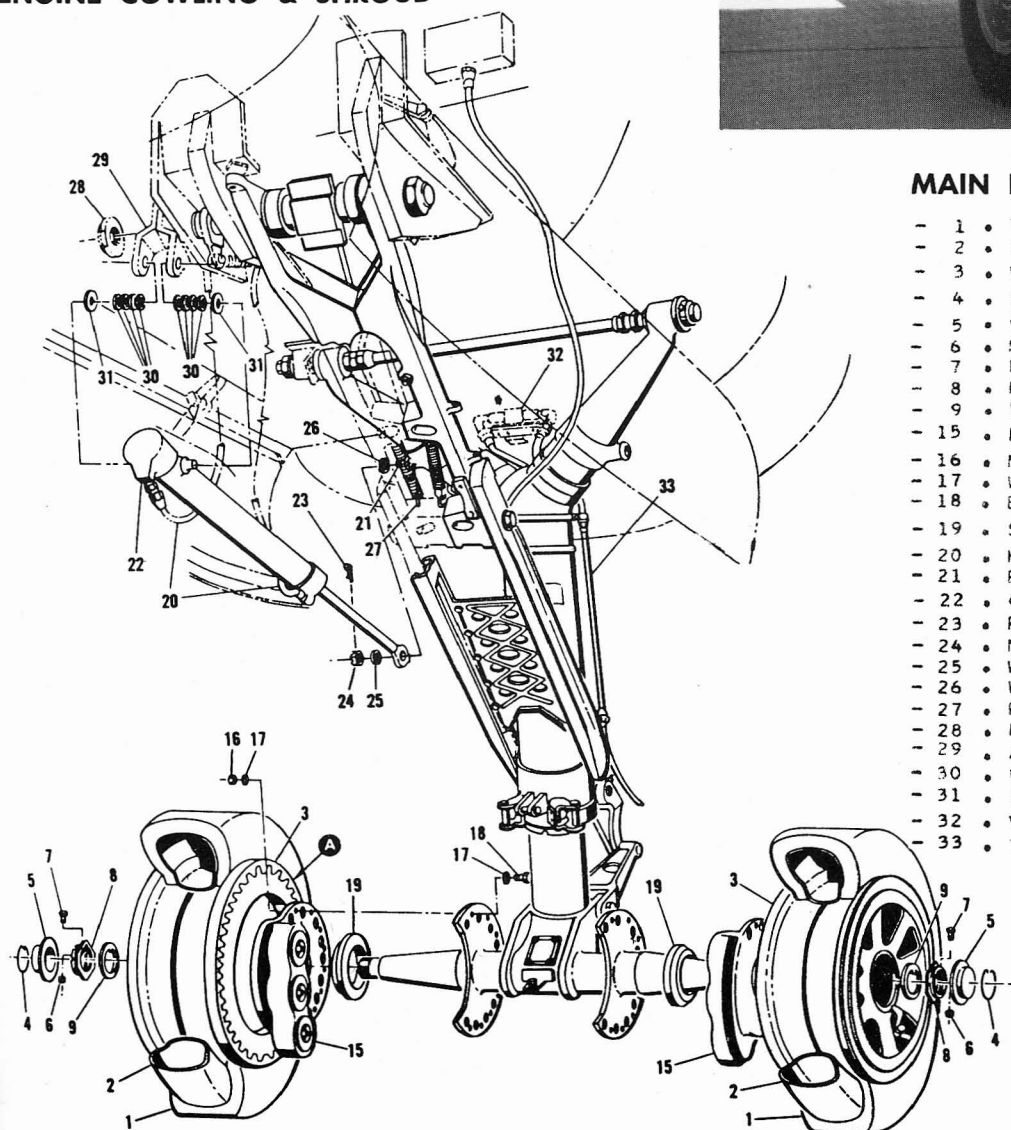


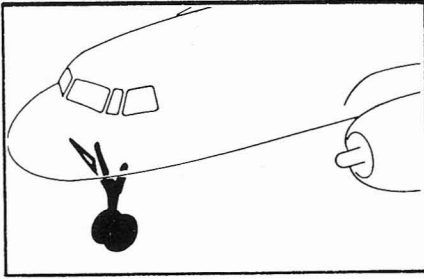
ENGINE COWLING & SHROUD



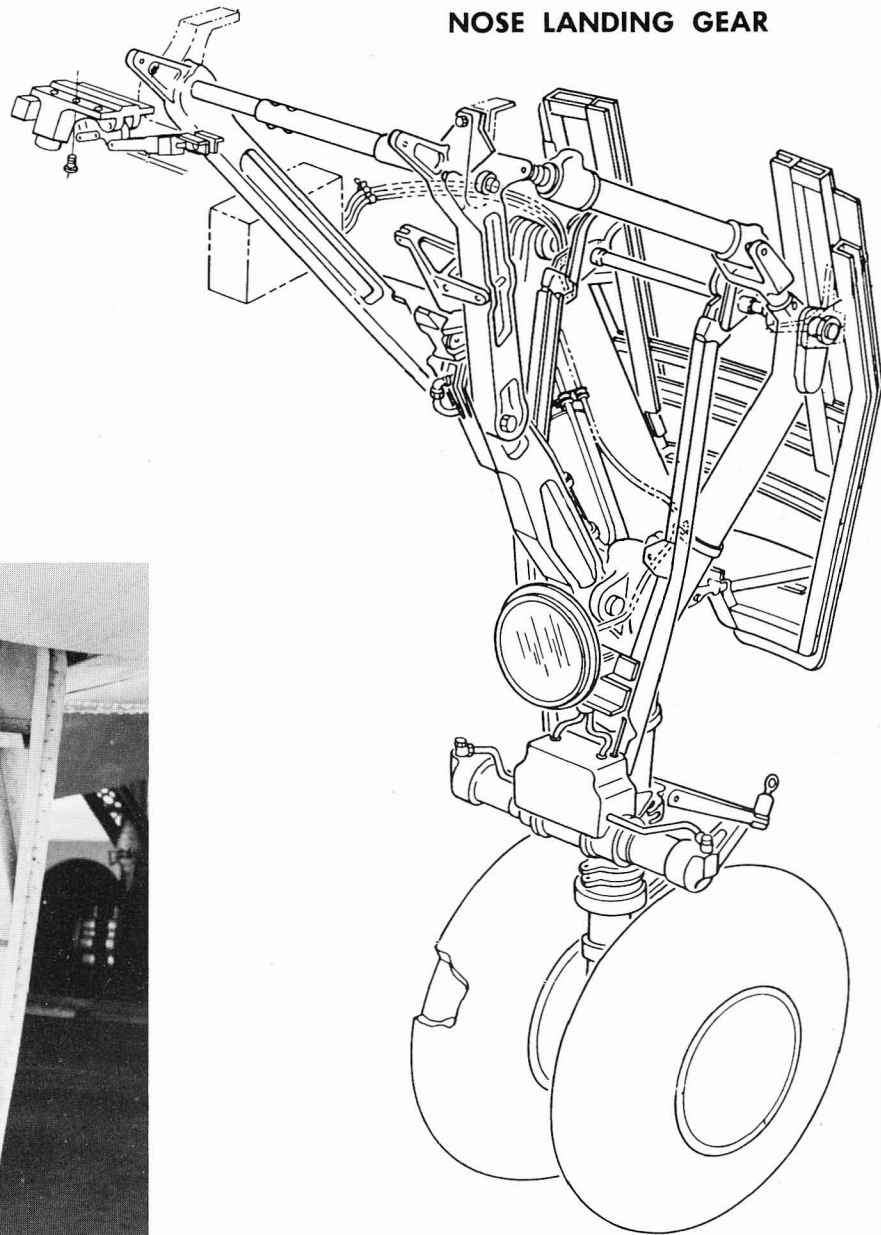
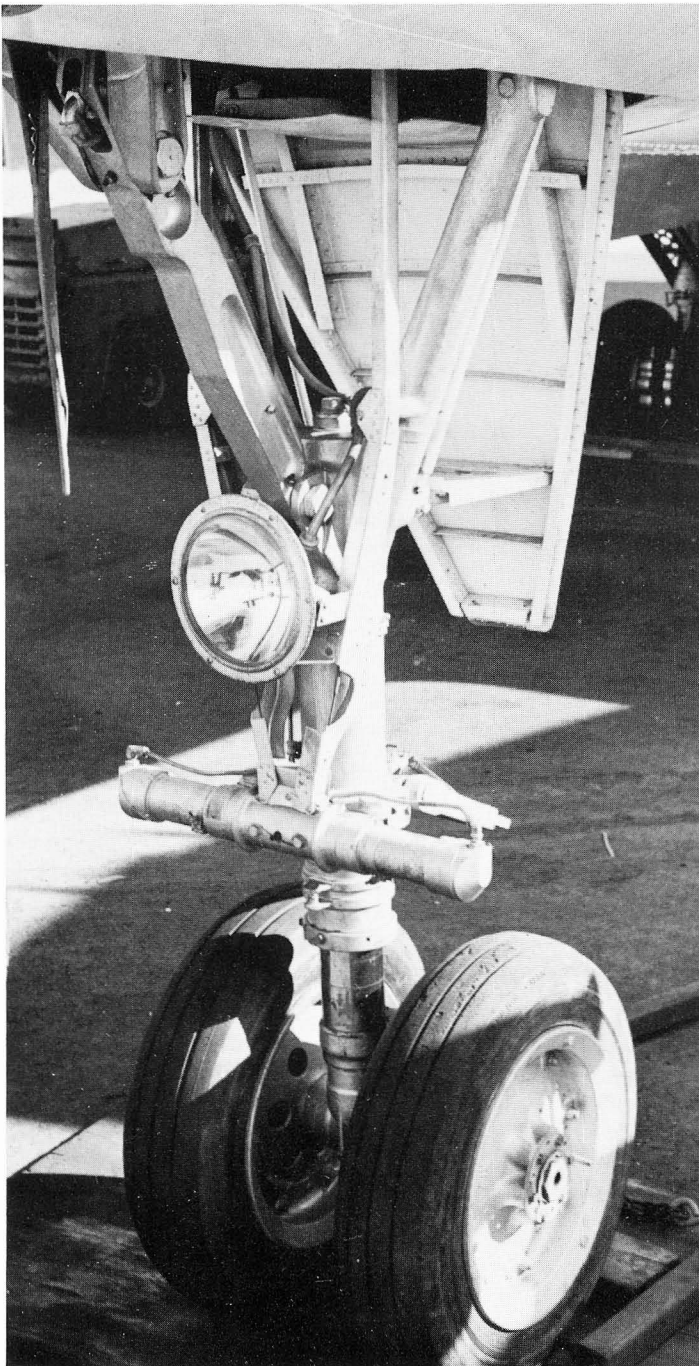
MAIN LANDING GEAR.

- 1 • TIRE, MLG GY CVAC TIR 1-5
- 2 • TUBE, MLG STANDARD GY CVAC
- 3 • WHEEL ASSY, MLG GY
- 4 • RING, HUB CAP RETAINING GY
- 5 • CAP, HUB GY
- 6 • NUT
- 7 • BOLT
- 8 • NUT
- 9 • WASHER
- 15 • BRAKE ASSY, MLG GY
- 16 • NUT
- 17 • WASHER
- 18 • BOLT
- 19 • SPACER, AXEL BEARING MSO
- 20 • HOSE ASSEMBLY
- 21 • PIN, MSO FURNISHED WITH 528400
- 22 • CYLINDER ASSY, MLG ACTUATING
- 23 • PIN
- 24 • NUT
- 25 • WASHER
- 26 • WASHER
- 27 • PIN
- 28 • NUT ASSY, MLG CYL TRUNION ARM
- 29 • ARM ASSY, MLG CYL TRUNION
- 30 • WASHER
- 31 • SPACER, MLG ACTUATING CYLINDER
- 32 • VALVE ASSY, HOA
- 33 • TUBING INSTL, MLG HYD BRAKE



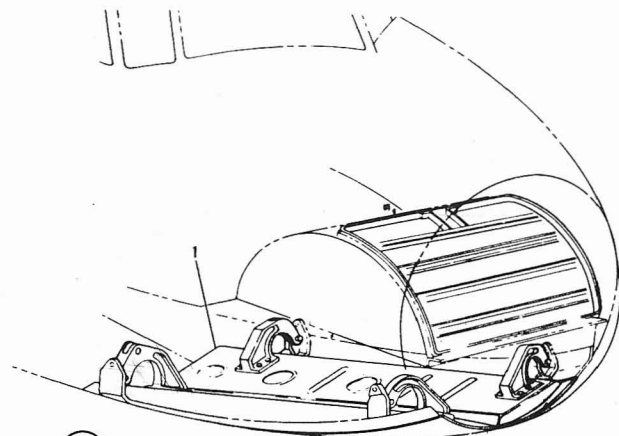


NOSE WHEEL STEERING



NOSE LANDING GEAR

Nose Landing Gear Door Installation

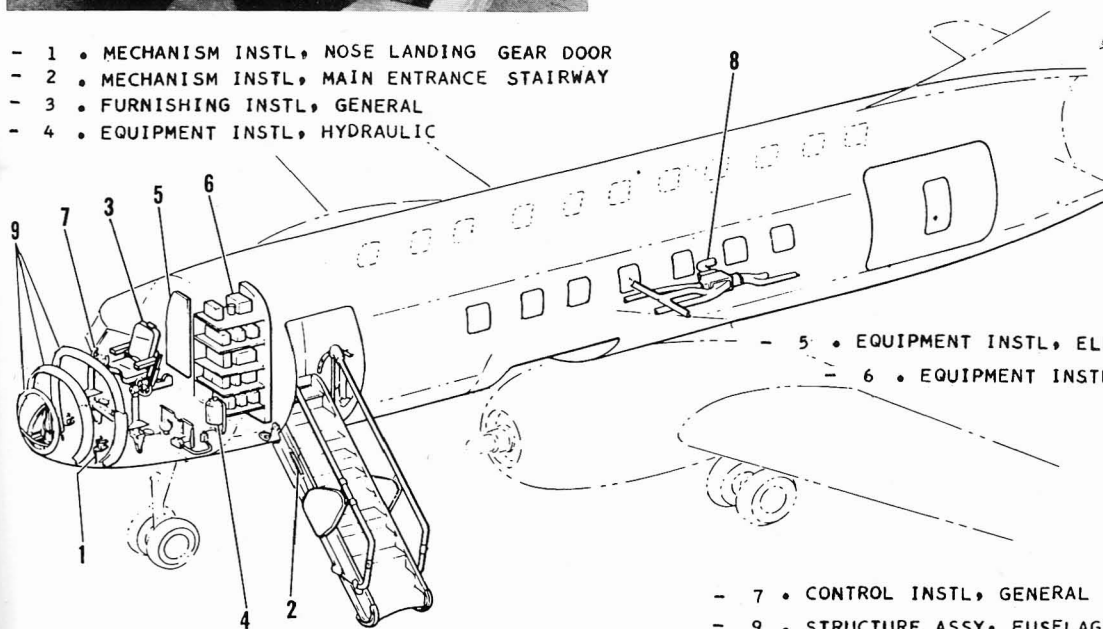


VIEW ROTATED 90° COUNTERCLOCKWISE



Nose Landing Gear

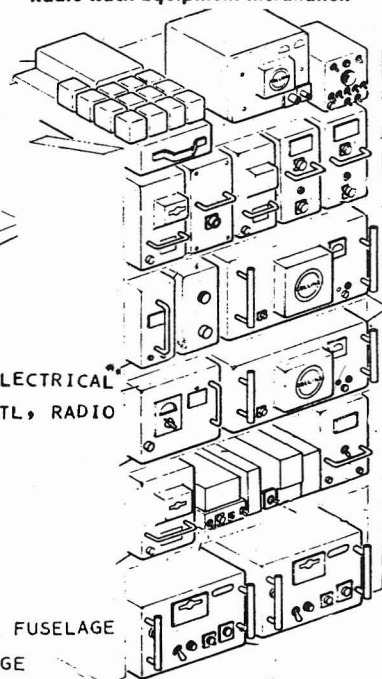
- 1 • MECHANISM INSTL, NOSE LANDING GEAR DOOR
- 2 • MECHANISM INSTL, MAIN ENTRANCE STAIRWAY
- 3 • FURNISHING INSTL, GENERAL
- 4 • EQUIPMENT INSTL, HYDRAULIC



- 5 • EQUIPMENT INSTL, ELECTRICAL
- 6 • EQUIPMENT INSTL, RADIO

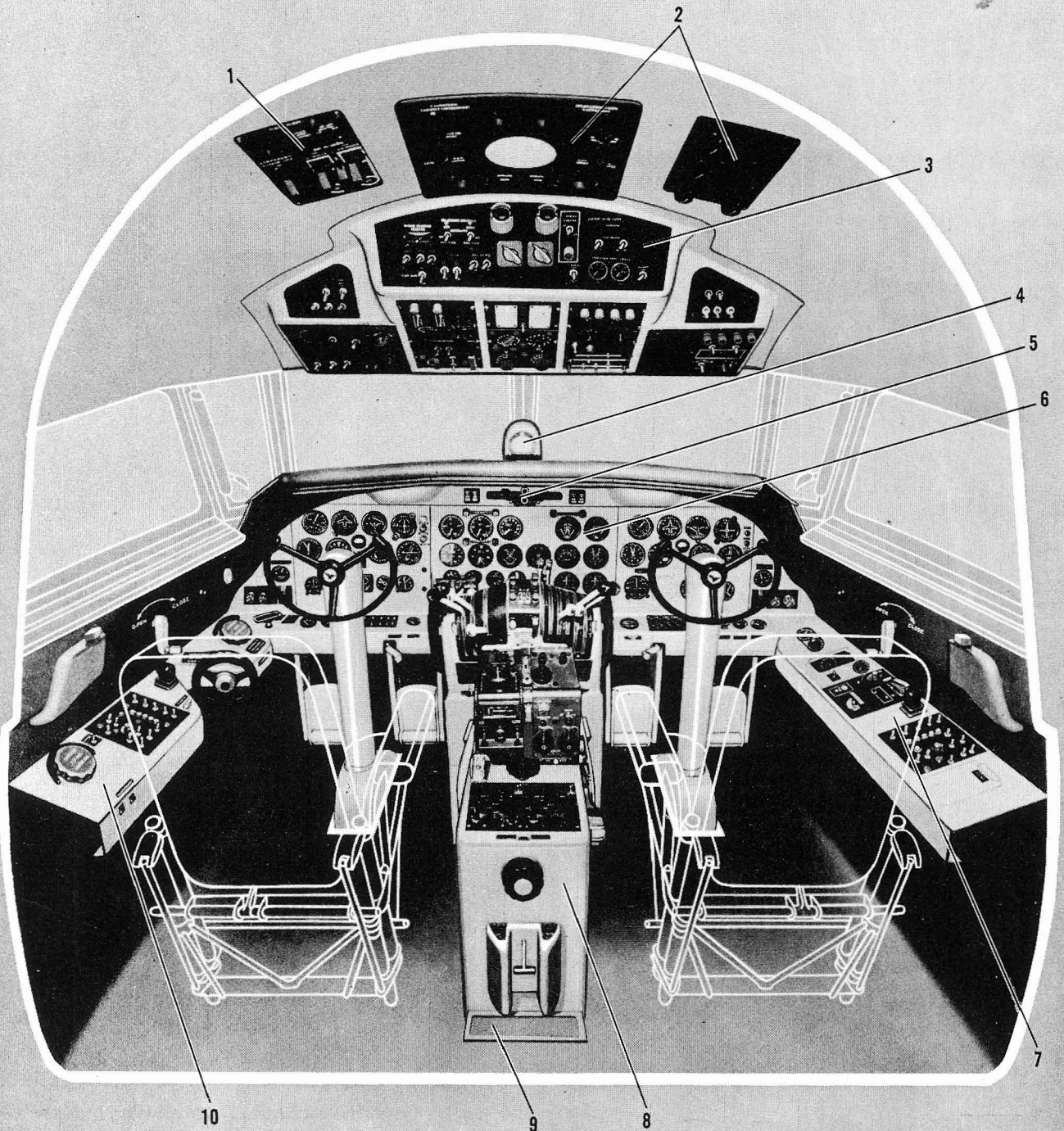
- 7 • CONTROL INSTL, GENERAL FUSELAGE
- 9 • STRUCTURE ASSY, FUSELAGE

Radio Rack Equipment Installation

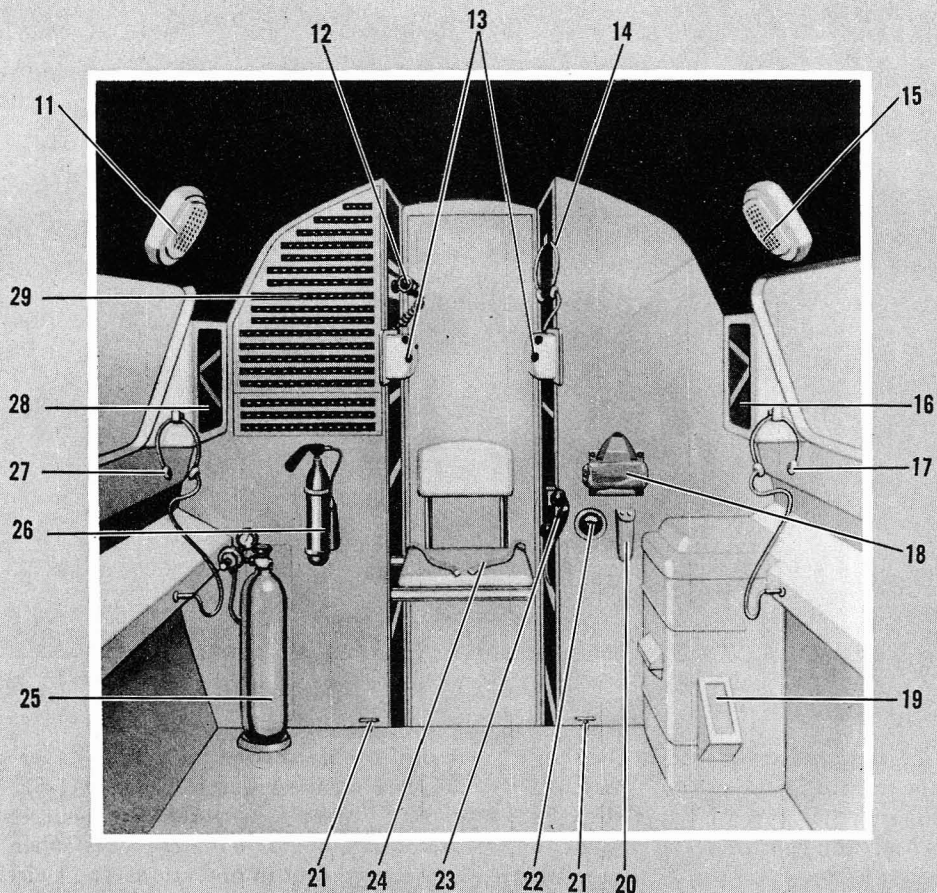


FLIGHT COMPARTMENT - FORWARD

(TYPICAL)



27609-1

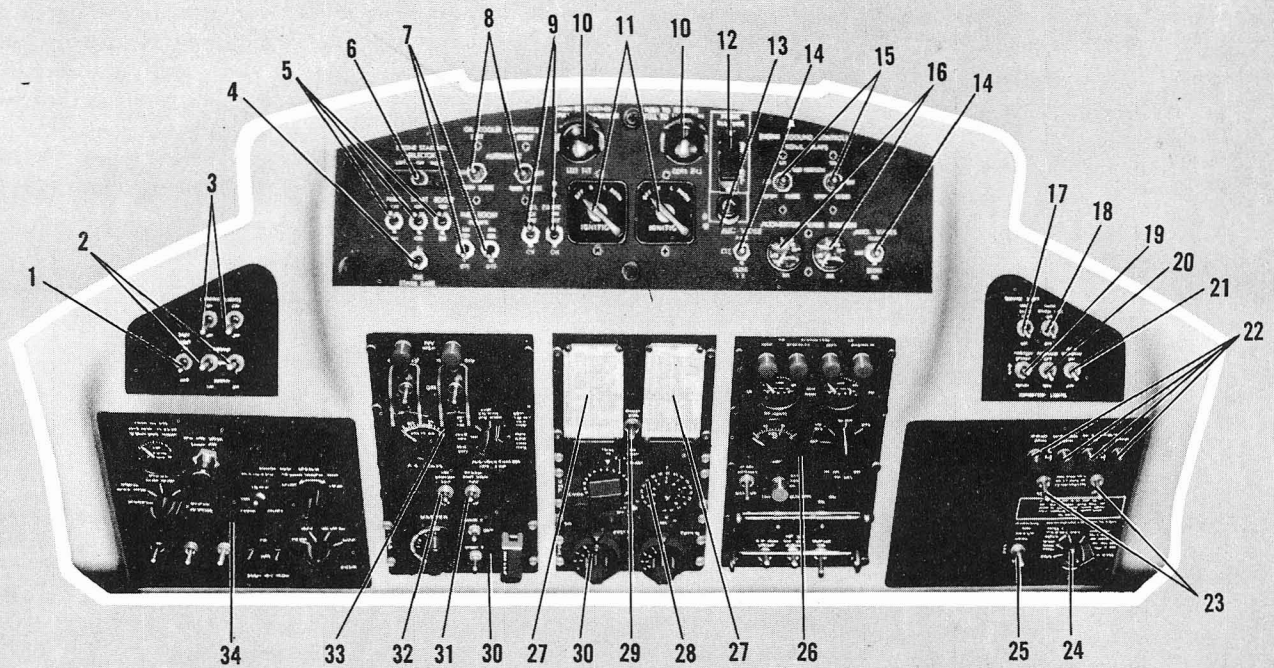


1. Fuel Control Panel
2. Overhead Light Control Panel
3. Overhead Switch Panels
4. Magnetic (Standby) Compass
5. Fire Control Panel
6. Flight and Engine Instrument Panels
7. Copilot's Console
8. Pilots' Pedestal
9. Nose Gear Down Latch Checking Window
10. Pilot's Console
11. Copilot's Loudspeaker
12. Utility Light
13. Overhead Switch Panel Flood Lights
14. Flight Mechanic's Headset
15. Pilot's Loudspeaker

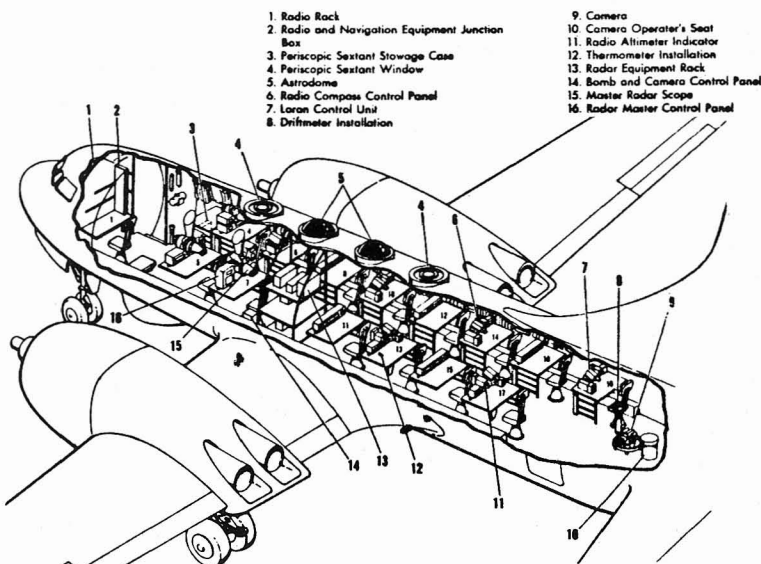
16. Pilot's Smoke Mask
17. Pilot's Headset
18. First Aid Kit
19. Hydraulic Reservoir and Sight Gage
20. Landing Gear Lock Pin Stowage
21. Pilots' Side Windshield Defrost "T" Handles (2)
22. Flight Mechanic's Ash Tray
23. Pilot's Service Interphone and PA Handset
24. Flight Mechanic's Seat
25. Oxygen Bottle
26. CO₂ Fire Extinguisher
27. Copilot's Headset
28. Copilot's Smoke Mask
29. Main Circuit Breaker Panel



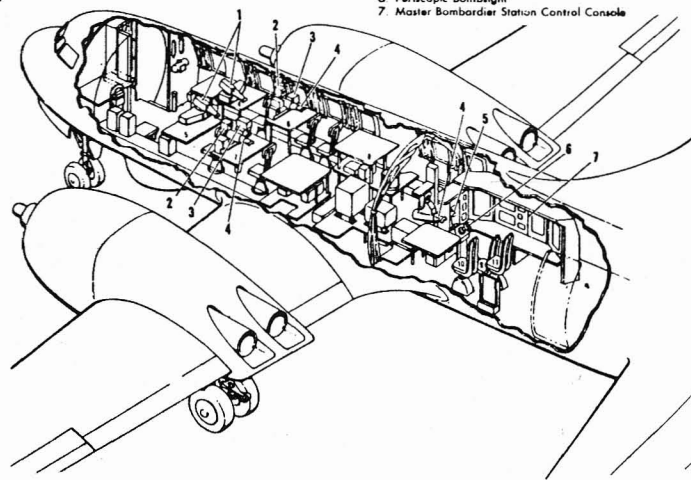
OVERHEAD SWITCH PANEL



- | | |
|---|---|
| 1. Taxi Light Switch | 18. Nose Wheel Well Light Switch |
| 2. Landing Light Motor Switches | 19. Position Lights Switch |
| 3. Landing Light Filament Switches | 20. Fuselage Lights Switch |
| 4. Start-Safe Switch | 21. Anti-Collision Light Switch |
| 5. Prime, Start and Ignition Boost Switches | 22. Wing Valves in Transit Lights |
| 6. Engine Starting Selector Switch | 23. Emergency Heat Valve Disconnect Switches |
| 7. Fuel Booster Pump Switches | 24. Windshield Anti-Ice Selector Switch |
| 8. Oil Cooler Control Switches | 25. Pilot's (Captain's) DV Anti-Ice Switch |
| 9. Oil Dilute Switches | 26. DC Control Panel |
| 10. Manual Feathering Buttons (2) | 27. Frequency Charts (2) |
| 11. Ignition Switches | 28. UHF Control Panel |
| 12. Prime All Engines Switch | 29. Chart Light Switch |
| 13. Prime All Engines Light | 30. IFF |
| 14. Augmentor Vane Switches (2) | 31. Fasten Seat Belt Switch |
| 15. Cowl Flap Switches | 32. No Smoking Switch |
| 16. Augmentor Vane Position Indicators | 33. AC Control Panel |
| 17. Wing Illumination Lights Switch | 34. Pitot Heat and Propeller De-Ice Control Panel |

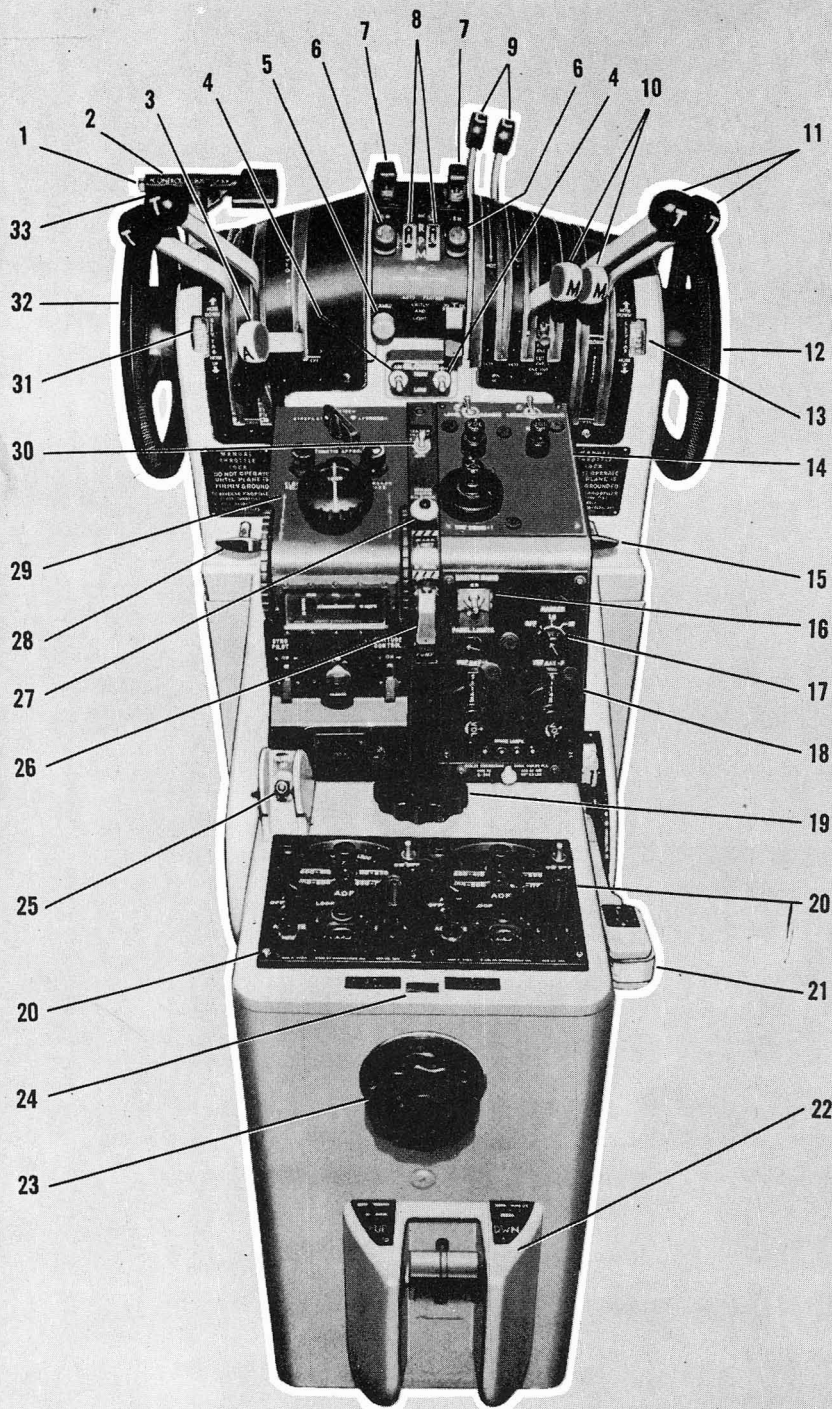


- | | |
|--|-----------------------------------|
| 1. Radio Rack | 9. Camera |
| 2. Radio and Navigation Equipment Junction Box | 10. Camera Operator's Seat |
| 3. Periscopic Sextant Storage Case | 11. Radio Altimeter Indicator |
| 4. Periscopic Sextant Window | 12. Thermometer Installation |
| 5. Astradome | 13. Radar Equipment Rack |
| 6. Radio Compass Control Panel | 14. Bomb and Camera Control Panel |
| 7. Loran Control Unit | 15. Master Radar Scope |
| 8. Driftmeter Installation | 16. Radar Master Control Panel |



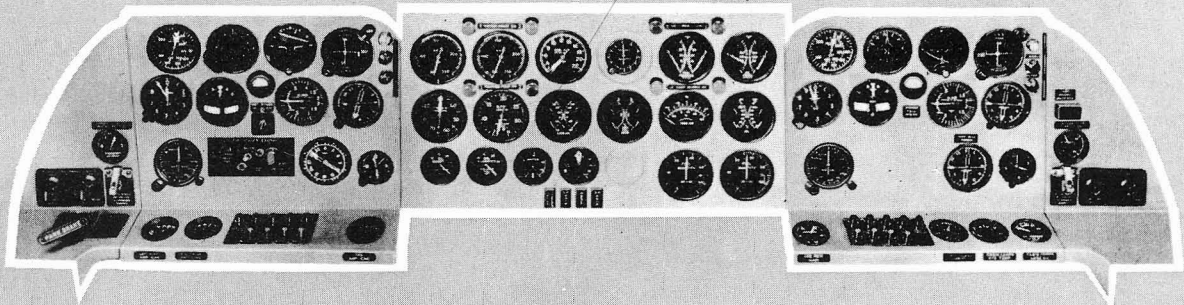
- | |
|--|
| 1. Loran Receiver and Indicators |
| 2. Radio Altimeter |
| 3. Radio Compass panel |
| 4. Radar Repeater Scopes |
| 5. Master Radar Indicator |
| 6. Periscopic Bomb Sight |
| 7. Master Bombardier Station Control Console |

PILOTS' PEDESTAL

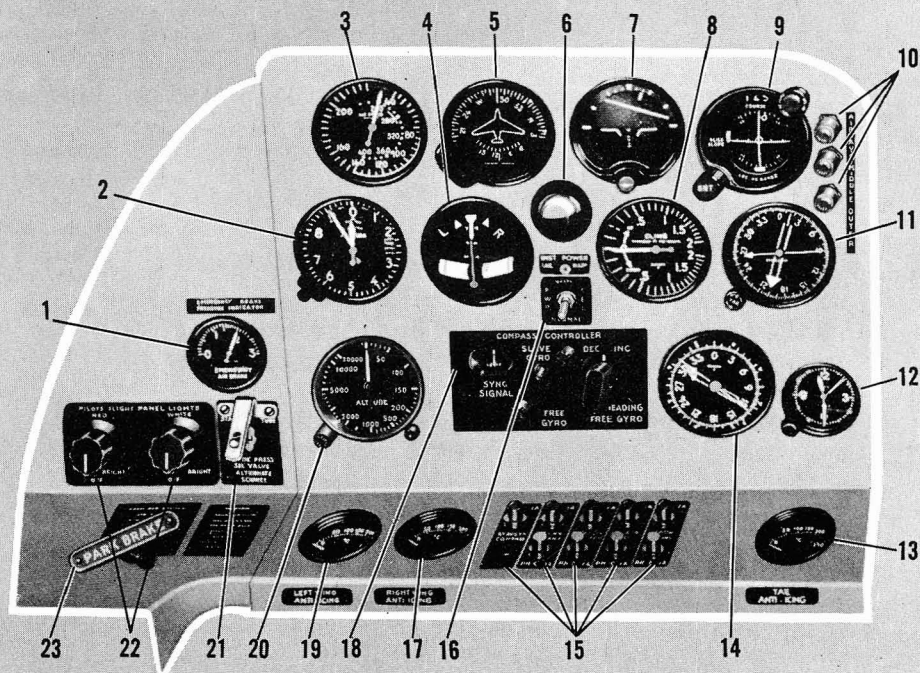


1. Control Surface Gust Lock Release Button
2. Control Surface Gust Lock Handle
3. Autopilot Engage and Release Lever
4. Engine Blower Switches (2)
5. Auto-Feather Armed Indicator Light
6. Propeller Governor Limit Lights (2)
7. Auto-Feather Test Switches (2)
8. Propeller Speed Control Levers
9. Carburetor Heat Control Levers
10. Mixture Control Levers
11. Copilot's Throttles
12. Copilot's Elevator Trim Tab Wheel
13. Copilot's Elevator Trim Tab Indicator
14. HF and VHF Communications Radio Panel
15. Copilot's Reverse Throttle Lock Handle
16. Master Radio Switch
17. Marker Beacon Control Switch
18. VHF Navigation Radio Panel
19. Rudder Trim Tab Knob
20. Radio Compass (ADF) Control Panels (2)
21. Landing Gear Lever
22. Hydraulic Pressure Bypass Handle
23. Aileron Trim Tab Knob
24. Aileron Trim Tab Position Indicator
25. Wing Flap Switch
26. Emergency Hydraulic Pump Switch
27. Landing Gear Warning Horn Silence Button
28. Pilot's Reverse Throttle Lock Handle
29. Autopilot Controller
30. Water Injection (ADI) Switch
31. Pilot's Elevator Trim Tab Position Indicator
32. Pilot's Elevator Trim Tab Wheel
33. Pilot's Throttles

FLIGHT AND ENGINE

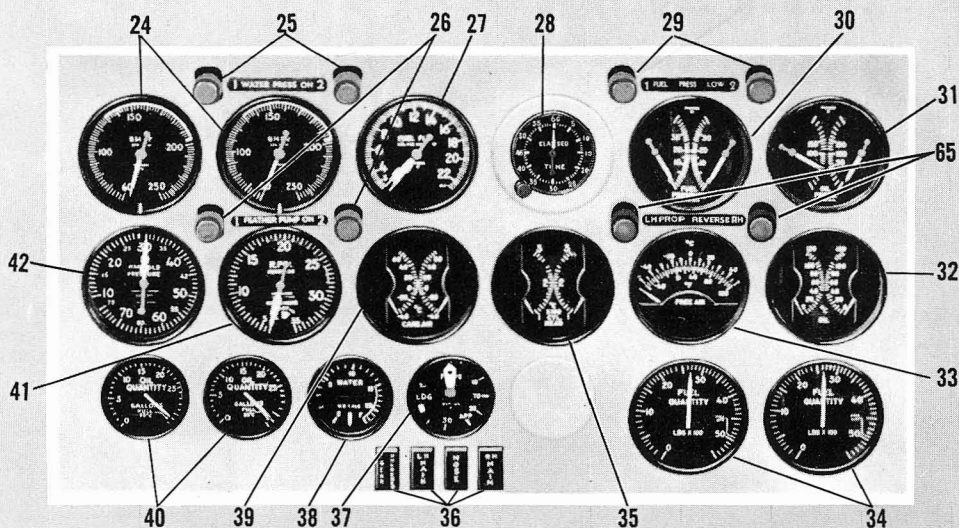


1. Emergency Air Brake Pressure Gage
2. Altimeter
3. Airspeed Indicator
4. Turn and Slip Indicator
5. Directional Indicator (A-12 Repeater)
6. Instrument Power Failure Indicator
7. Attitude Indicator
8. Vertical Velocity Indicator
9. Course Indicator (Omni Mag)
10. Marker Beacon Lights
11. Radio Compass Indicator (ADF)
12. Clock
13. Tail Anti-Ice Temperature Gage
14. Radio Magnetic Indicator (RMI)
15. Fuses
16. Pilot's Flight Instrument Power Selector Switch
17. RH Wing Anti-Ice Temperature Gage
18. A-12 Compass Controller
19. LH Wing Anti-Ice Temperature Gage
20. Radar Altimeter
21. Static Pressure Selector Valve
22. Pilot's Flight Instrument Panel Lights Rheostat
23. Parking Brake Handle
24. BMEP Gages
25. Water Pressure ON Lights
26. Feather Pumps ON Lights
27. Fuel Flowmeter
28. Elapsed Time Clock
29. Fuel Pressure Low Lights
30. Fuel Pressure Gage
31. Oil Pressure Gage
32. Oil Temperature Gage

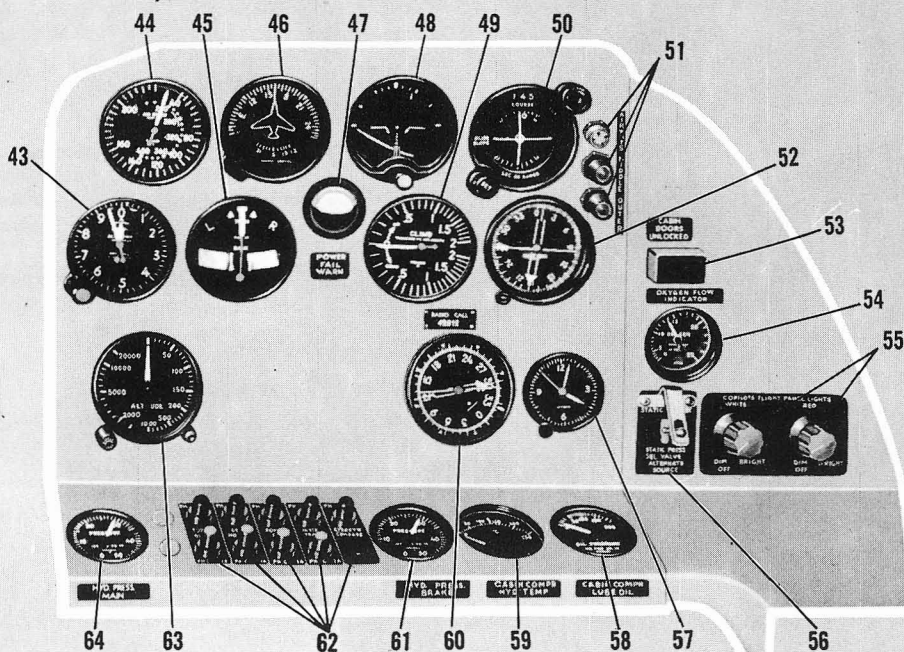


27614-1

INSTRUMENT PANELS (TYPICAL)

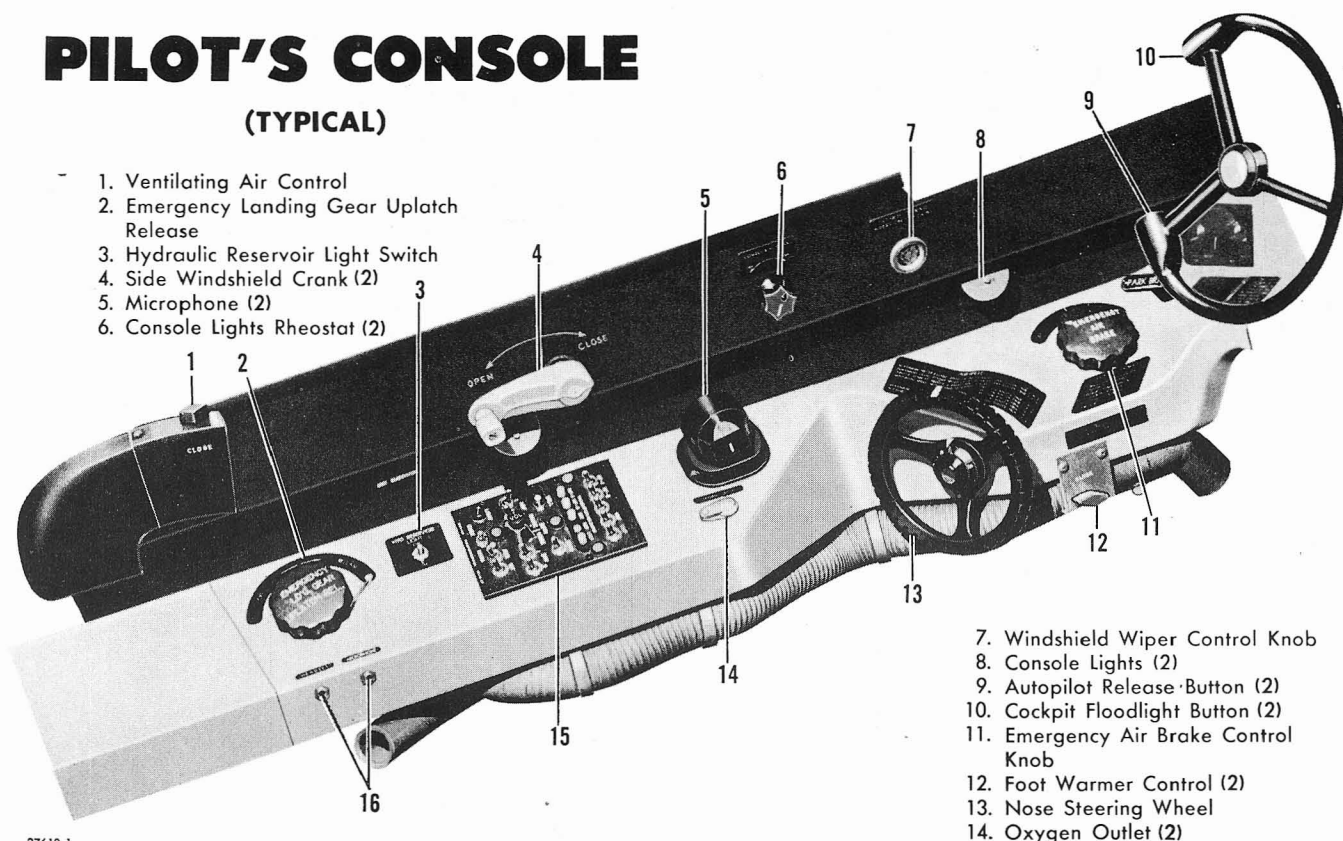


33. Free Air Temperature Gage
34. Fuel Quantity Gages
35. Cylinder Head Temperature Gage
36. Landing Gear Position Indicator
37. Wing Flap Position Indicator
38. Water Quantity Gage
39. Carburetor Air Temperature Gage
40. Oil Quantity Gages
41. Tachometer
42. Manifold Pressure Gage
43. Altimeter
44. Airspeed Indicator
45. Turn and Slip Indicator
46. Directional Indicator (Autopilot Repeater)
47. Instrument Power Failure Indicator
48. Attitude Indicator
49. Vertical Velocity Indicator
50. Course Indicator (Omni Mag)
51. Marker Beacon Lights
52. Radio Compass Indicator
53. Cabin Doors Unlocked Warning Lights
54. Oxygen Flow Indicator
55. Copilot's Instrument Panel Lights Rheostats
56. Static Pressure Selector Valve
57. Clock
58. Cabin Compressor Lube Oil Pressure Gage
59. Cabin Compressor Hydraulic Fluid Temperature Gage
60. Radio Magnetic Indicator (RMI)
61. Brake Hydraulic Pressure Gage
62. Fuses
63. Radar Altimeter
64. Main Hydraulic Pressure Gage
65. Prop. in Reverse Lights



PILOT'S CONSOLE

(TYPICAL)

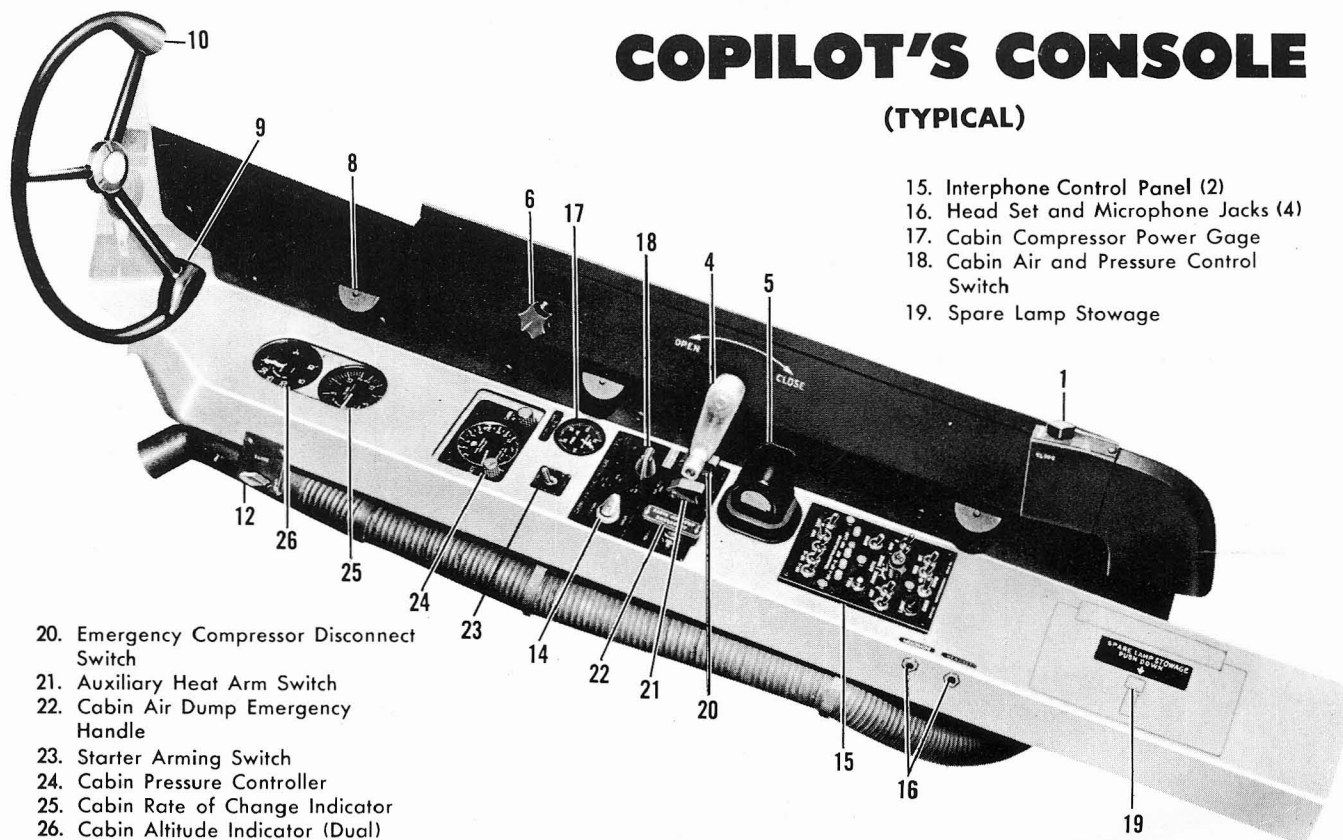


27610-1

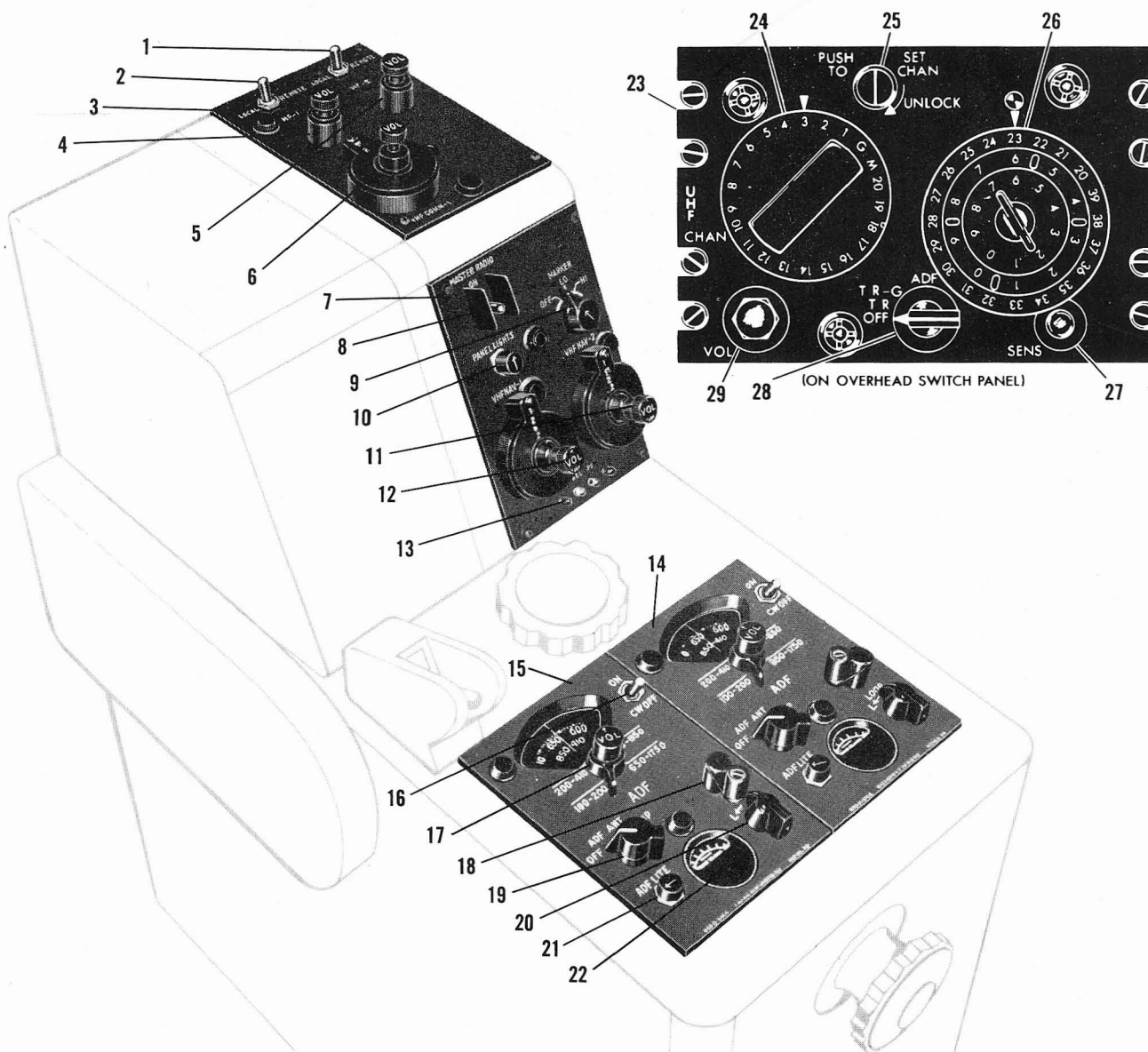
NAVAER 01-5MRB-501

COPILOT'S CONSOLE

(TYPICAL)



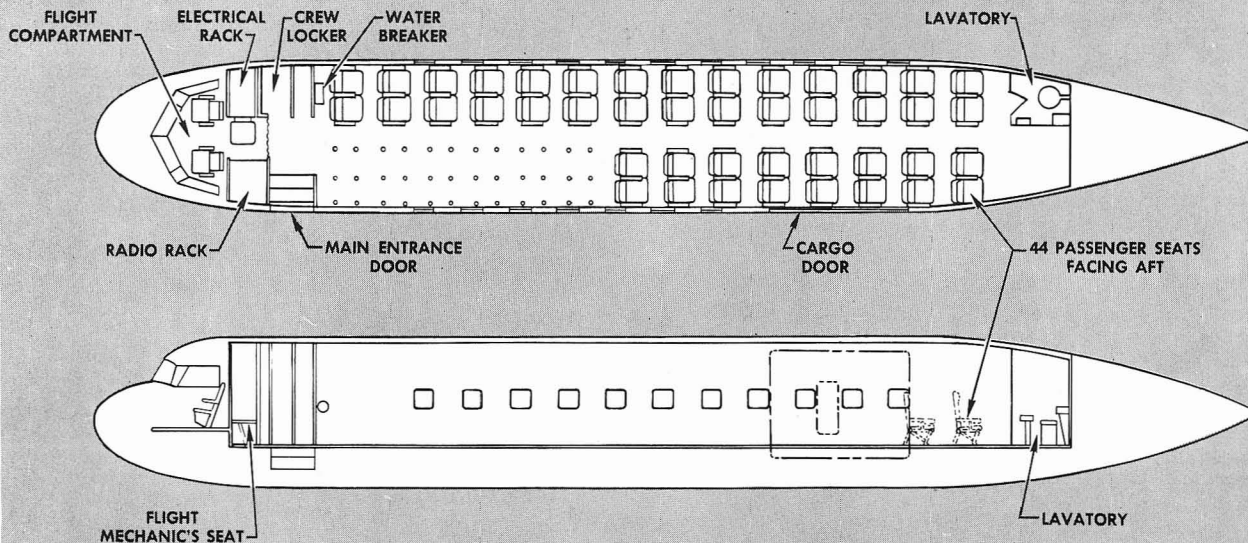
RADIO REMOTE CONTROL PANELS



1. HF-2 Communications Local-Remote Switch
2. HF-1 Communications Local-Remote Switch
3. HF and VHF Communications Panel
4. HF-1 Communications Channel Selector and Volume Control
5. HF-2 Communications Channel Selector and Volume Control
6. VHF-1 Communications Channel Selector and Volume Control
7. VHF Navigation Control Panel
8. Master Radio Switch
9. Marker Beacon Selector Switch
10. VHF Navigation Panel Light Control
11. VHF Nav-2 Channel Selector and Volume Control
12. VHF Nav-1 Channel Selector and Volume Control
13. Spare Bulbs

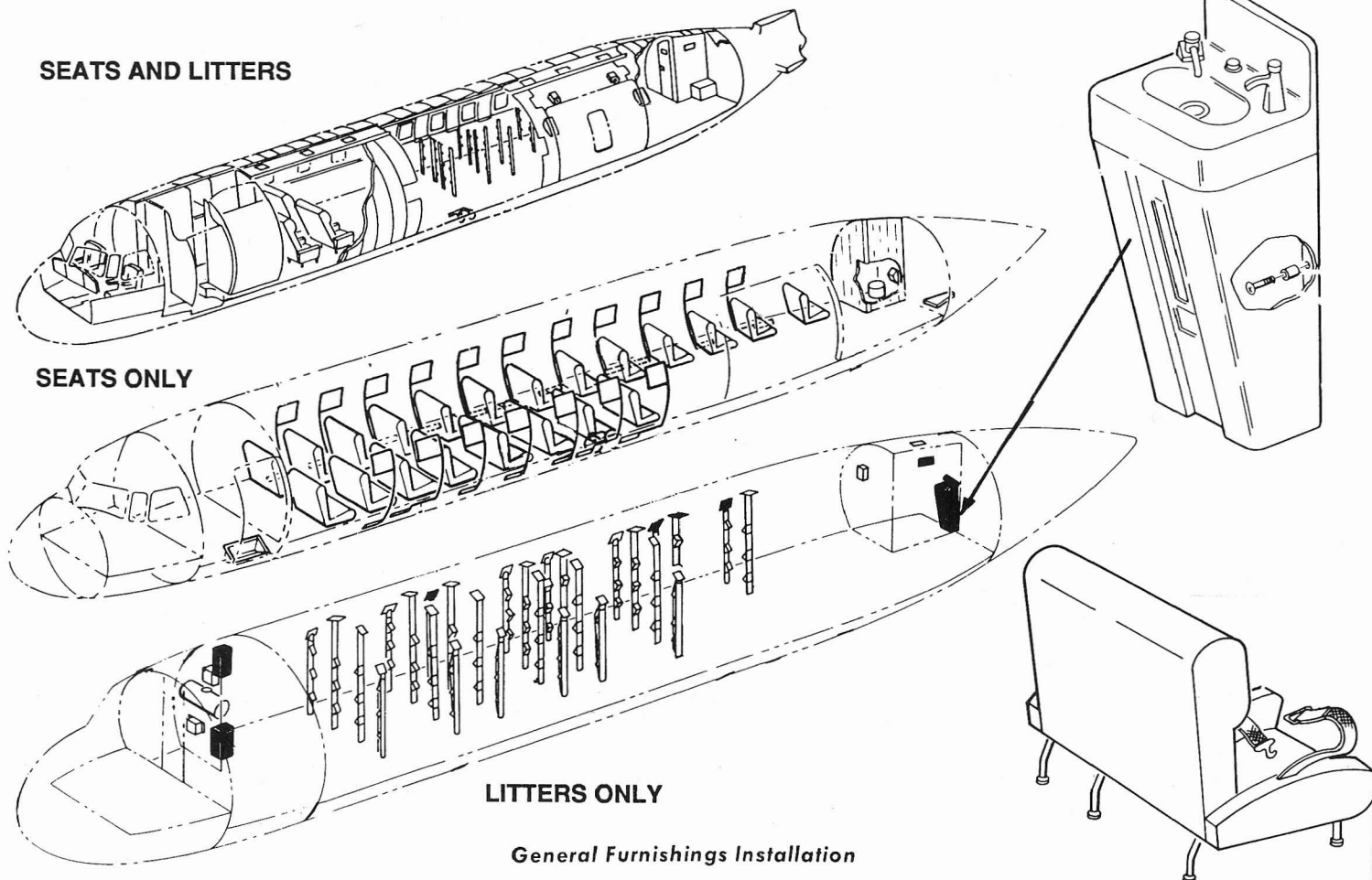
14. No. 2 ADF Control Panel
15. No.1 ADF Control Panel
16. CW Selector Switch
17. ADF Frequency Band Selector
18. ADF Tuning Crank
19. ADF Function Switch
20. ADF Loop Left-Right Control
21. ADF Tuning Meter
22. ADF Panel Light Control and Volume Control
23. UHF Communications Control Panel
24. UHF Channel Selector
25. UHF Channel Setting Control
26. UHF Frequency Selector
27. UHF Sensitivity Control
28. UHF Function Switch
29. UHF Volume Control

GENERAL ARRANGEMENT - CARGO & PASSENGER



27607

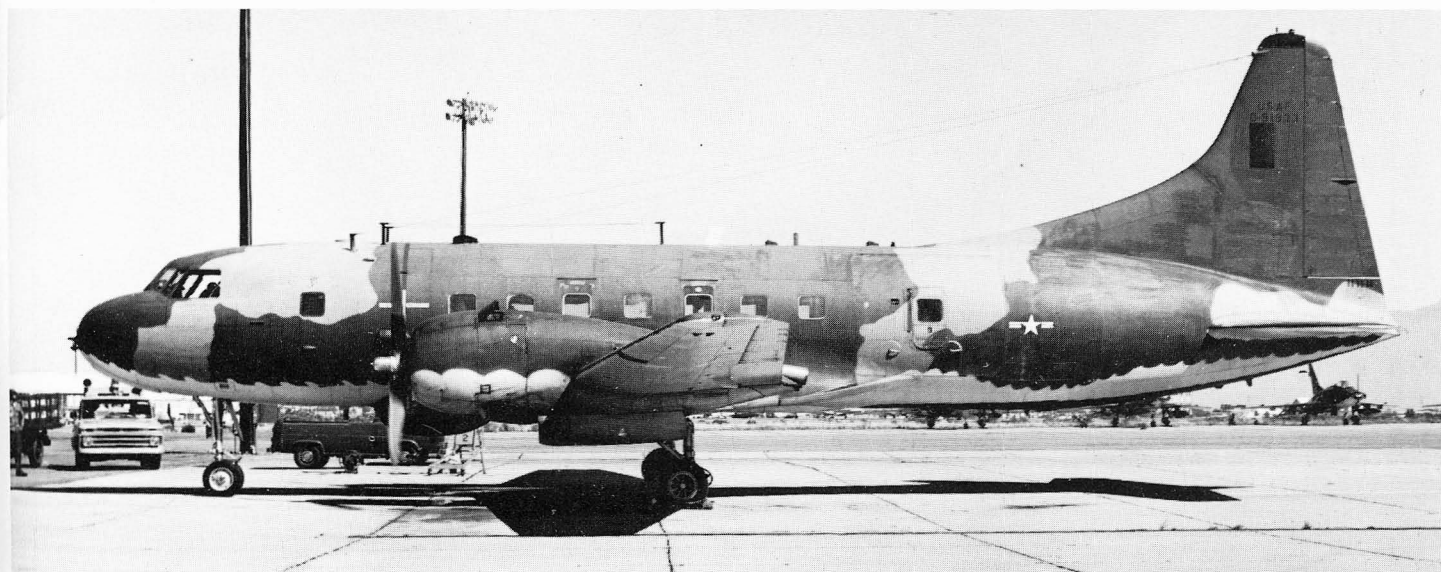
SEATS AND LITTERS





Detail of R4Y-1 140996, showing the large cargo hatch in the open position. (Bud Donato via Nick Williams)

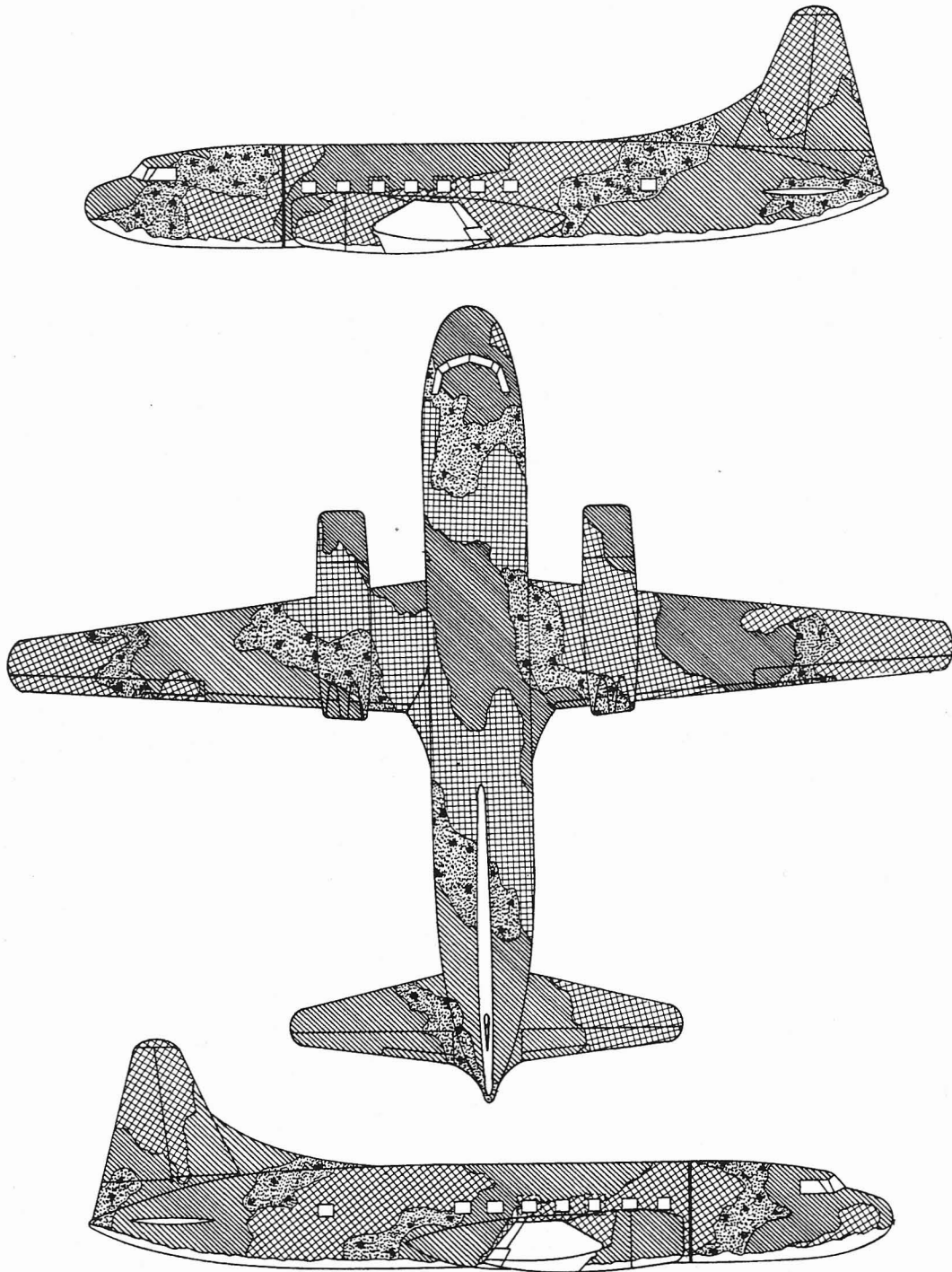
Two views of CT-29A 49-1933 of the Arizona ANG. Color breakdown on page 29. (A. Swanberg via Menard)



C-131/T29, Aircraft Standard Camouflage Pattern

T. O. 1-1-4

CT-29As were camouflaged before any drawings on what pattern to use showed up in A.F. Tech Order 1-1-4. Several of these aircraft were observed at USAF bases in Korea and Japan in the late 1960s.



 TAN
No. 30219

 GRAY
No. 36622

 GREEN
No. 34079

 GREEN
No. 34102

AIR TRAINING COMMAND (ATC)

The Air Training Command was the primary user of the T-29 in its navigator / bombardier training programs.

T-29A 49-1915 in overall natural metal on 8-5-50. (Balogh via Menard)



T-29C 52-1150 in natural metal with ATC insignia behind cockpit window serial no. 1150 on the main gear door. (Balogh via Menard)



T-29A 49-1934 with its base Mather painted above the ATC insignia in March 1954. (via W.T. Larkins)





T-29B 51-5159 with Harlingen above the ATC badge in 1954. (via W.T. Larkins) T-29C 53-3486 with Lowry above the ATC badge in 1961. Colors are silver and white with da-glo nose and tail stripes. (via W.T. Larkins) VT-29C 52-1138 at Las Vegas on 9-21-62 with Amarillo above the ATC badge. Note black outline of the da-glo. (D. Olson via Jansson)



T-29C 53-3481 assigned to Mather AFB on 10-29-66. (Clay Jansson)



AIR TRAINING COMMAND

T-29C 52-1153 at Las Vegas on 9-21-62, note da-glo nose, wing tip and tail stripe and serial no. 1153 on the main gear door. "TJ" buzz no. should be "TP". (D. Olson via Jansson)



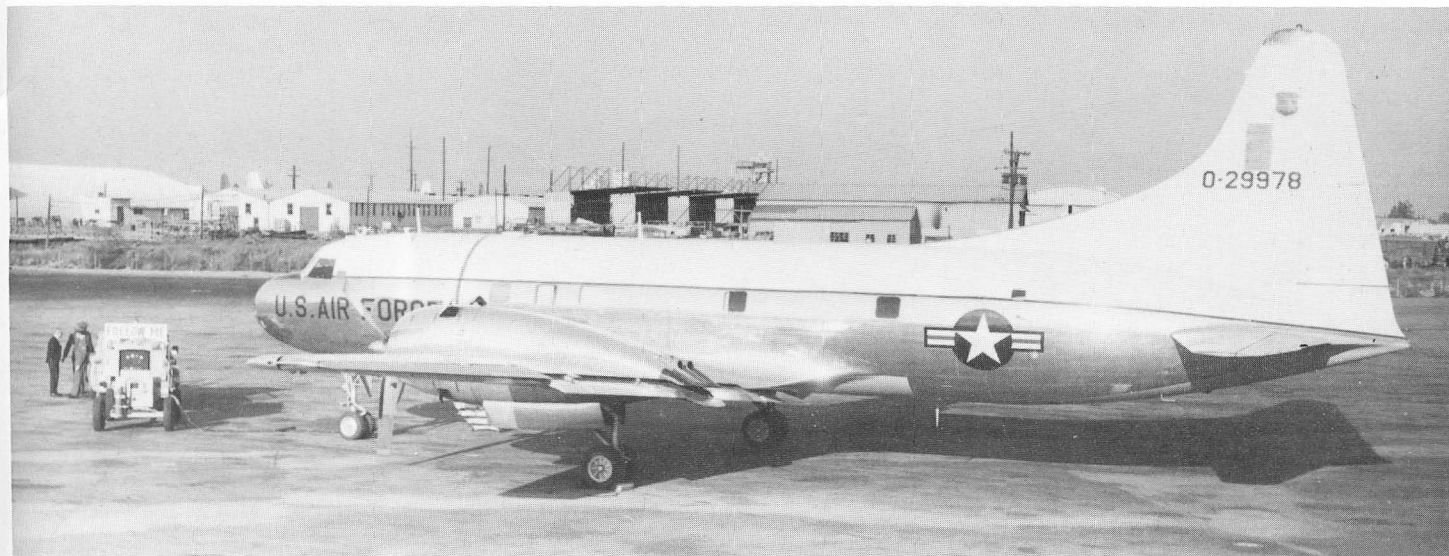
T-29C 52-1114 in 1975 with the ATC insignia on the tail, fin tip is black as well as the radome. (via Burger)



T-29C 53-3489 retired at Mather AFB in 1977. The natural metal finish has been painted silver. (Naval Fighters)

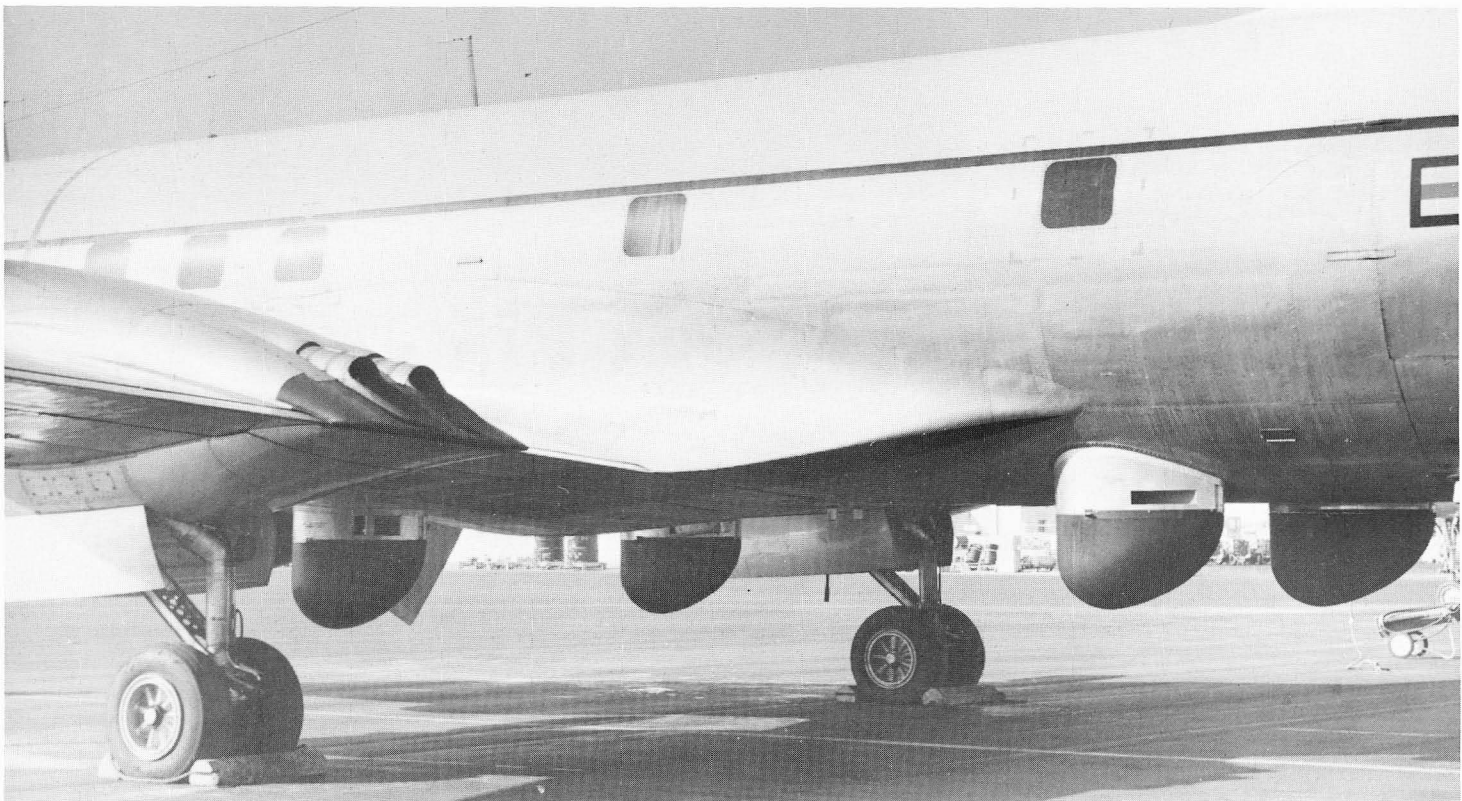


VT-29D 52-9978 from Mather AFB at the Van Nuys ANGB in 1967. (Bud Donato via Clay Jansson)





T-29D 53-3502 at Mather AAFB on 10-29-66. This aircraft is believed to have been a early "BEAR" (Electronics Warfare Officer) trainer for the early F-100 "Wild Weasel" aircraft. (Clay Jansson)





VT-29C 53-3490 in 1967. (R. Esposito via Clay Jansson)

C-131D 54-2821 with AF Academy badge on tail fin at Tucson on 3-15-70, note Brigadier placard and "SMOKEY 05" painted above a bears silhouette aft of the cockpit. (Clay Jansson)

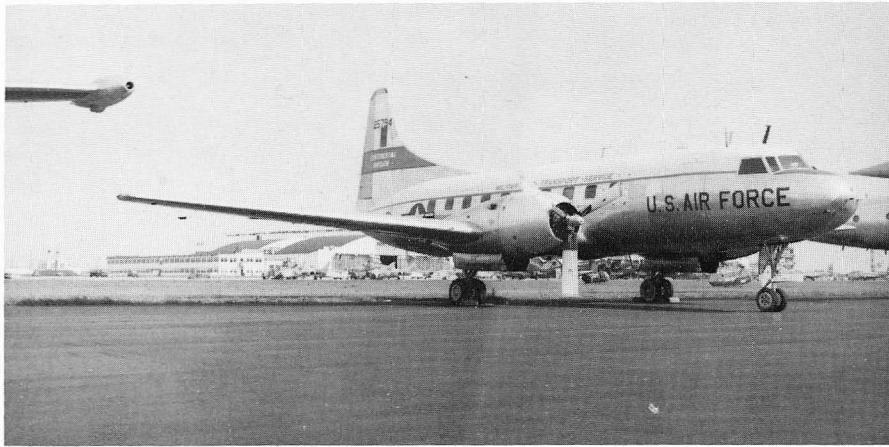


AIR UNIVERSITY



C-131D 55-295 with Air University badge on its tail and da-glo nose, tail and wing tip markings on 4-14-59. (via Smalley) C-131D 55-295 again on 2-10-63 with only the da-glo tail band. (Lucabaugh via Clay Jansson)





C-131A 52-5794 of the MATS CONTINENTAL DIVISION. The wording, 1731st. AIR TRANSPORT SQDN (AE) appear on the main gear door. (W.J. Balogh via Menard)

THE MILITARY AIRLIFT COMMAND (MAC)

THE T-29 and the C-131 series of the aircraft flew with the Military Air Transport Service (MATS) as a cargo and personnel carrier. MATS became the Military Airlift command (MAC) on 1-1-66.

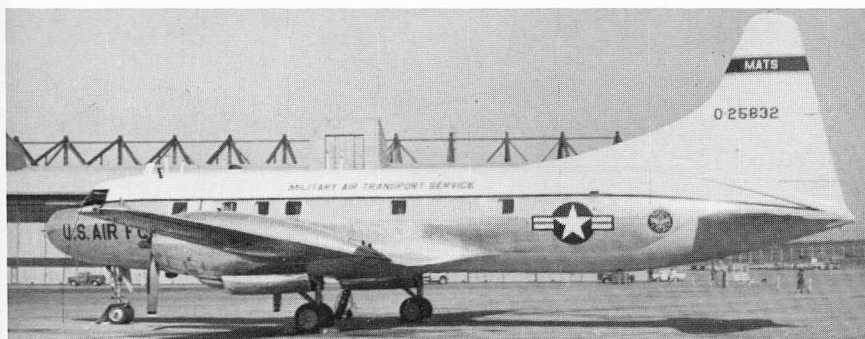


C-131A 52-5797 on final in 1954. Colors were natural metal and white with a blue cheat line and tail stripe bordered by black, Continental Division is yellow and rudder is silver. (via W.T. Larkins) T-29A 50-183, note how the da-glo nose goes around the C and E in US AIR FORCE. The MATS insignia on the da-glo band is blue and yellow and so is the tail stripe. (D.W. Ostrowski via Menard)





T-29A 49-1942 at McGuire AFB in 1964, note 1611 A T W on the main gear door. (R. Esposito via Clay Jansson)



VT-29D 52-5832 in Aug. 1964. Colors were grey belly, natural metal sides and wings, white roof and tail with a blue cheat line. (via Clay Jansson)



C-131D 55-299 in the summer of 1957 with the lower engine door open and an unknown squadron insignia on the tail, note 299 painted on the nose on a yellow background bordered in blue. This aircraft became a VC-131H. see page 48. (D. Brazelton via Menard)



C-131D 55-293 with unknown squadron insignia on the tail. (R.T. O'Dell via Menard)
VT-29B 51-5141 with unknown squadron insignia on the tail, note belly radome has been removed. (K. Buchanan via Menard)





VT-29E 51-5171 with radar nose and extensive da-glo bordered by thin black lines. (via Paul Chinnery)



VT-29A 49-1915 at McGuire AFB, N.J. with the Military Airlift Command letters "MAC" painted on the tail stripe. MAC replaced MATS on 1-1-66. Note 438th. MAW painted on the main gear door. (Clay Jansson)



VT-29B 51-7915 at Burbank in 1967, note double cheat lines. (Bud Donoto via Clay Jansson)

Another view of VT-29A 49-1915 on 6-3-67. (Clay Jansson)

THE C-131A AEROMEDICAL EVACUATION MISSION

The C-131A was used by the 1405th Aeromedical Transport Wing, formally the 1st Aeromedical Transport Group, for trunk line delivery of the sick or wounded in the continental United States. Since the introduction of the "Good Samaritan" or "Flying Hospital Ward", the Military Air Transport Service boasted that "no patient was more than twenty-four hours away from the best medical care in the world".

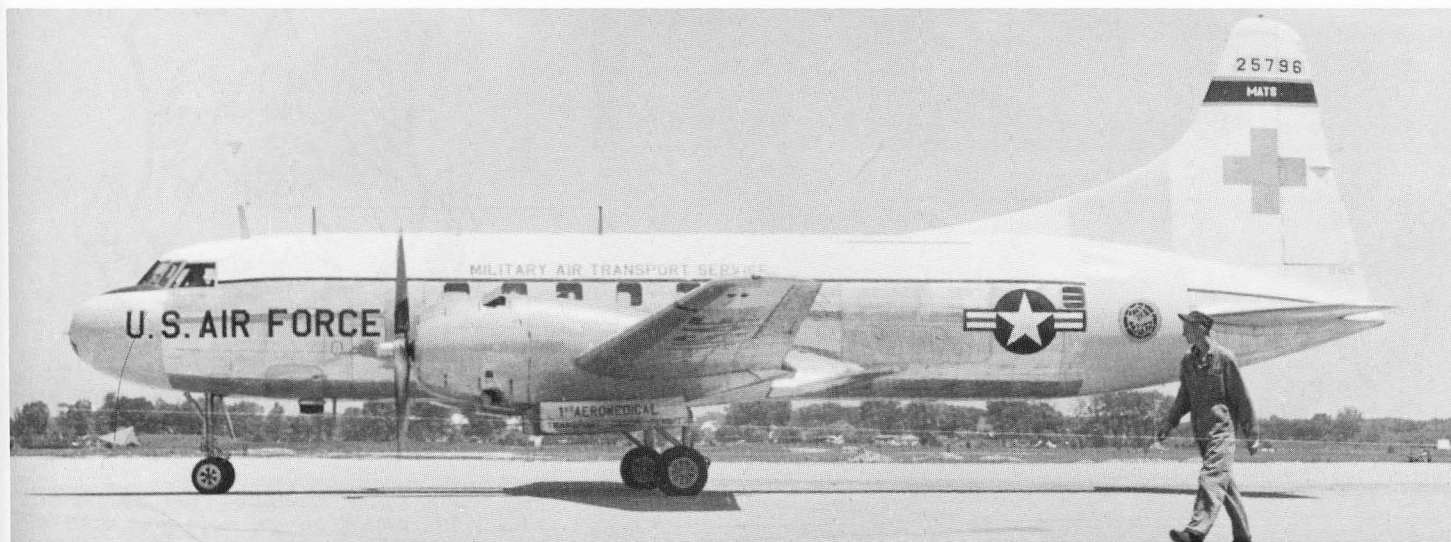
The 1st AMTG, originally headquartered at Brooks AFB, Texas, moved to Scott AFB, Illinois in 1964 as the 1405th ATW. From here the wing controlled its five squadrons while they operated from the two main debarkation points of McGuire AFB, New

Jersey and Travis AFB, Calif., to Scott AFB, Illinois and Kelly AFB in Texas. From these four points feeder routes are operated to more than 400 military and commercial airfield servicing more than 600 military and civilian hospitals. In 1964 the wing had transported more than 40,000 patients.



C-131A 52-5795 with MAC on its tail at NAS Miramar on 8-26-67 with 375th. AMAW on the main gear door. (Clay Jansson)

C-131A 52-5796 of the 1st. AEROMEDICAL TRANSPORT GROUP (LIGHT) at NAS Glenview. Note da-glo nose, wing tip panels and fuselage band. (Fred Dickey Jr.)



C-131A 52-5804 also of the 1st. Aeromedical squadron, note 804 painted on the nose. (A. Krieger via Menard)





C-131A 52-5782 in Sept. 1957 with yellow CONTINENTAL painted on the blue tail stripe, the tail cross is red. (P. Bowers via Clay Jansson)



C-131A 52-5799 of the 1st. AEROMEDICAL TRANSPORT GROUP (Light) at McGuire AFB in May 1964. (R. Esposito via Clay Jansson)

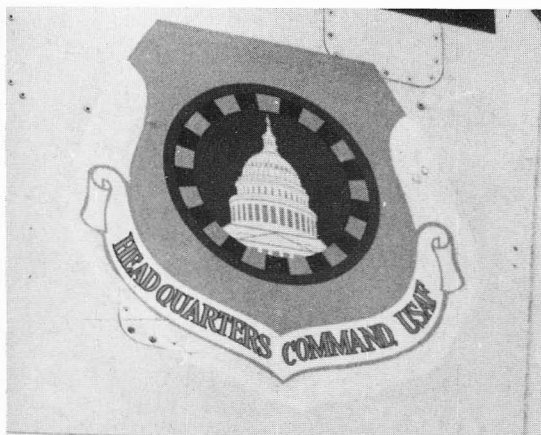


C-131A 52-5801 of the 1405th. AMTW on 1-22-66. Note MAC has replaced MATS on the tail. (B. Donato via Clay Jansson)



Pug nose radar equipped C-131A 52-5797 with 375th. AMAW on the main gear door and the MAC shield on the rear fuselage, on 2-2-66. (D. Lucabaugh via Clay Jansson)





C-131D 54-2813 of the HQ Command in April 1967 with a grey belly and a natural metal leading tail fin edge.

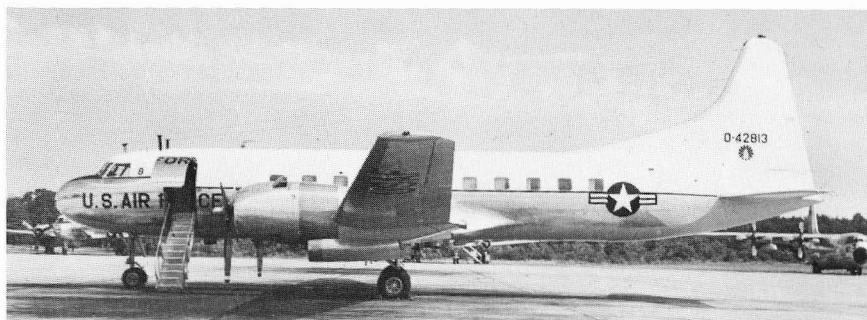
C-131D 54-2808 of the HQ Command in May 1964 with airlines style blue markings. Note nose gear doors are open for maintenance. (via Clay Jansson)

C-131D 54-2810 of the HQ Command in 1967. (via W.T. Larkins)

C-131D 55-290 of the HQ Command in May 1967 with the radar nose and model 440 type exhausts. (R. Esposito via Clay Jansson)



T-29C 52-1146 of the HQ Command, Andrews AFB on 6-2-67. Colors were a grey belly with natural metal sides and wings with a white cabin roof and tail. Belly radome was white. (Clay Jansson)



VT-29A 50-184 of the HQ Command in 1964 with black engine underbellies.





YC-131C TURBOLINER

by Nicholas M. Williams

In the summer of 1954, two piston-engined Convair-Liner 340s were converted to military YC-131Cs by substituting their P&W R-2800 Double Wasp engines with Allison YT-56-A-3 turboprop powerplants. The YC-131Cs became America's first twin-engine turboprop military transports, among the first of many Air Force flying testbeds built to prove the feasibility of the turboprop engine in military aviation. The success of their pioneering efforts can be seen today throughout the world in the form of thousands of Allison-engined aircraft: the Lockheed C-130 Hercules, L-188 Electra, P-3 Orion, Grumman E-2 Hawkeye, C-2 Greyhound, and Convair 580.

During the early 1950s, turboprop engine development in this country – as had happened earlier with the turbojet – lagged behind that of Europe. The Consolidated Vultee Aircraft Corporation of San Diego (Convair) was the nation's most experienced builder using this type of powerplant. Its XP-81, powered by both turbojet and turboprop engines, first flew in 1945. The Convair Turboliner, the prototype Convair-Liner 240 reengined with Allison 501-A4 (T-38) turboprops, flew with these engines in December 1950, becoming America's first turboprop transport. Convair also had designed the world's first turboprop flying boat, the Navy's XP5Y-1 (R3Y-1/2), powered by four Allison T-40 engines.

The first YC-131C, 53-7886, carried its original civil registration number, N5511K, during early test flights with the YT-56 engine. (Convair 9466 via Charles Stewart)



The forerunner of the YC-131C, the prototype Turbo-Liner model 240, N24501, powered by Allison 501-A4 (T-38) turboprops in 1950. (Baker via Williams)

While the advantages of the turboprop engine were well known to Convair and the Air Force, its reliability in longterm service was an unproven factor. In 1951, the Air Force became interested in the military usefulness of Allison's T-38 engine, and on October 22 announced the production of a number of T-29Es, Convair 340s reengined with the T-38, to be used as bombardier and navigator trainers. Unfortunately, this contract was later canceled before design work could be completed or production begun.

This setback did not diminish the Air Force's interest in accelerating the development of the turboprop engine, and a second contract was signed with Convair for the conversion of two standard Convair-Liner 340s to the newest Allison turboprop powerplant, the T-56. Acquisition price for each airplane, designated YC-131C, was \$2,733,609. Due to budget restrictions the Air Force made it clear that time and money were at a premium for the

project, so the program made maximum use of the partial existing design of the previous Air Force turboprop proposal. As Convair Project Engineer Bernie J. Simons later remarked, "The basic premise upon which the contract was based was speed of accomplishment at minimum cost. It was stipulated that only those changes absolutely necessary be made to the standard airplane to effect this modification."

Convair's Model 340 was chosen for this modification for several reasons of economy: its flight characteristics and performance had been demonstrated in airline use, maintenance problems on the airframe and systems were at a minimum, pilot checkout procedures would be reduced in light of the Air Force's experience with the T-29 and C-131 aircraft already in their inventory, and logistical support on the airplanes would be aided for similar reasons.

The first airplane picked for conver-

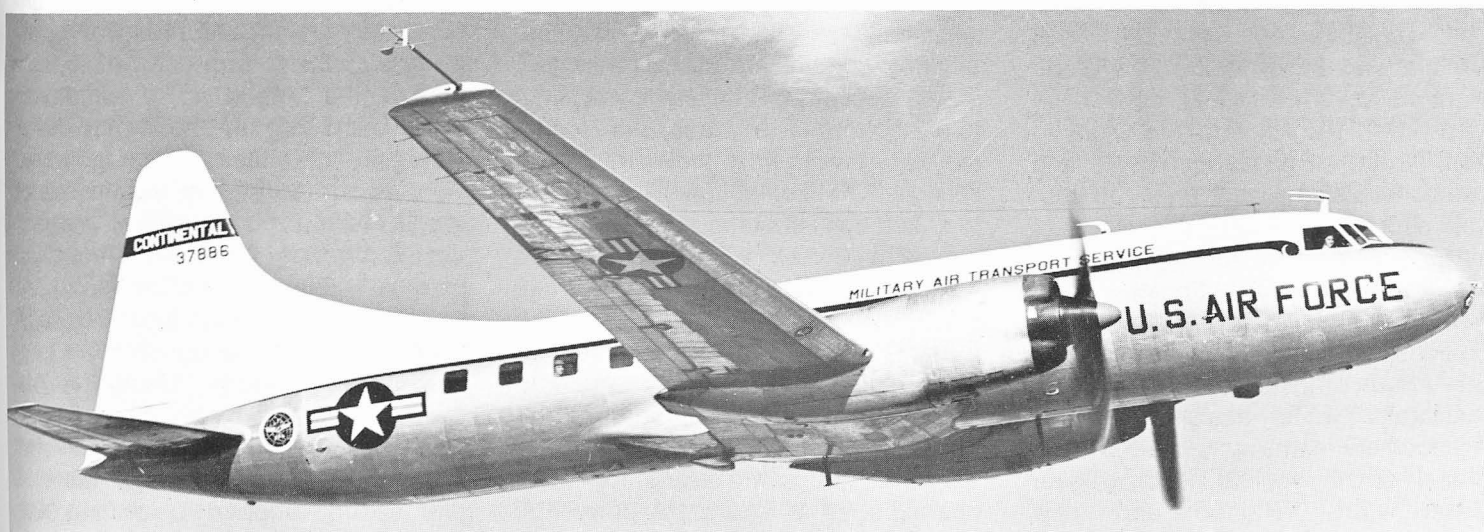


YC-131C 53-7886 in standard silver and white scheme with black engine and tail flashes. (Convair via Robert F. Dorr)



YC-131C 53-7886 with test instrumentation on right wingtip. The YC-131Cs featured a 40-inch extension to the horizontal stabilizer and a 12-inch tail extension. (Air Force via Robert F. Dorr)

YC-131C 53-7886 carrying standard Military Air Transport Service markings of the Continental Division: tail band is dark blue with yellow borders and white letters while MATS emblem is blue and yellow. (Air Force 26687 Robert F. Dorr)





sion was 340-36, s/n 91, registered N5511K, which had been ordered by Hawaiian Airlines (their sixth following N5506K/5510K delivered), but canceled prior to delivery. Convair completed N5511K on June 22, 1953, and flew it to their Fort Worth plant for conversion on July 31. The second airframe, 340-64, s/n 131, was manufactured on November 5, 1953, and registered as N8422H. This airplane was flown to the Fort Worth plant on November 19 for conversion to a YC-131C. Prior to this flight to Fort Worth, all passenger seats and buffet installations were removed from both aircraft.

Upon their arrival at Fort Worth, the job of removing the reciprocating engines and nacelles, tail surfaces, and portions of systems not required by the Allison engines was begun immediately, while design work for replacement items was started. The Model 340's original landing gear doors were retained and new

monococque engine nacelles were installed. These featured large hinged panels on the top of each nacelle for access to the aft section of the engines, and a panel in the lower nacelle forward of the wing providing access to the engine and propeller reduction gear housing.

Along with new engine mounts, Convair installed a conventional stainless steel vertical firewall to isolate the engine's compressor section from the burner section, the firewall continuing to the bottom of the nacelle to isolate the wheel wells from the compressor section. A horizontal firewall was used to shield the structural wing box from engine heat and to prevent hot exhaust gases from contacting the wing structure and landing flaps.

The YC-131C's new engines were Allison YT-56-A-3 turboprops rated at 3,750 equivalent shaft horsepower for the production engine, although the YC-131C program called for their operation at a restricted power of

YC-131C 53-7886 showing lengthened horizontal stabilizers and exhaust outlets for YT-56 engines. (Convair N36291 via Charles E. Stewart)

3,250 eshp. These engines featured a 14-staged axial flow compressor driven by a four-stage turbine. Each engine drove an Aero Products three-blade, 13 1/2-foot diameter, full-feathering, reversible pitch propeller through an extension shaft and reduction gear assembly which lowered the 13,820 rpm engine speed to a propeller speed of 1,106 rpm. These propellers could be used either in a controllable pitch mode for engine starting and taxiing, or as a constant speed propeller during flight. An electronic governor achieved constant speed by automatically varying the propeller blade pitch in response to any powerplant speed change. An automatic feathering system was available if desired by the pilot, the propeller feathering whenever the engine speed dropped below 13,000



rpm with the throttle above two-thirds open position, with an interlock preventing both engines from feathering simultaneously. The CV-340's standard reciprocating engine controls (throttle, propeller, mixture, carburetor heat, etc.) were replaced by a power lever and a propeller condition lever. The power lever controlled both engine and propeller operation from "ground idle" and "flight idle" positions to "takeoff" and "full reverse" positions. The propeller condition lever was used during airstarts and feathering operations. In the interest of economy, the engine nose cowl were made of fiberglass, and inlet air duct anti-icing requirements were waived since the YC-131Cs were considered to be "fair weather" engine testbeds.

Beyond minor changes to the engine instruments, fuel and oil systems, and electrical and hydraulic systems, the only external modifications made to the basic CV-340 involved enlarging the tail and horizontal stabilizer to allow for the turboprop's increased horsepower. The horizontal stabilizer's span was increased 40 inches by splicing a 20-inch extension to each tip, and new sealed-balance elevators with 22 percent additional area were installed. Likewise, the

height of the fin was increased 12 inches and a new rudder was built featuring a 25 percent increase in area. Servo and trim tabs also were redesigned.

All modifications to these aircraft resulted in a weight reduction of 2,015 pounds below the standard CV-340 airframe. Both aircraft received CAA certification for a gross weight of 47,000 pounds, 6,200 pounds below the commercial CV-340, but since the YC-131Cs were test aircraft there was no immediate need to increase their gross weight allowance.

The first YC-131C 53-7886 (s/n 91), made its maiden flight with the Allison YT-56 engines on May 20, 1954. The airplane took off from Carswell AFB, Texas, for a 16-minute flight, returned for servicing, and took off again for a longer test hop.

At this time, the YC-131C carried standard Air Force markings but retained its civil registration number, N5511K. Before turning this first YC-131C over to the Air Force, Convair initiated a flight test program to demonstrate the airplane's stability and control characteristics and powerplant reliability. In 11 flights totaling 23 hours, several minor problems arose with the YT-56 engines, including turbine bearing seal

Convair YC-131Cs 53-7886/7887 of the 1700th Test Squadron (Turboprop), 1700th Air Transport Group, Continental Division of MATS. (Air Force via Robert F. Dorr)

failures, turbine wheel vibration during engine starts, and occasional fuel regulator and propeller feathering difficulties. However, these problems were solved in short order and Convair was able to extend their testing to evaluate engine power and other measurements of engine performance. The second YC-131C, 53-7887, made its first turboprop flight on June 29, 1954, joining the Convair - Air Force test program. Earlier, the Air Force had requested bids from several airlines for conducting the service testing of these aircraft, but the few bids received were for more than it would have cost the Air Force, and the job was turned over to the Military Air Transport Service (MATS).

On January 15, 1955, the two YC-131Cs were delivered to the newly activated 1700th Test Squadron (Turboprop), of the 1700th Air Transport Group, attached to the Continental Division of MATS at Kelly AFB, San Antonio, Texas. Commanded by Lt. Col. Samuel C. Burgess, this squadron was formed solely to service test new turboprop-powered



ABOVE - YC-131C 53-7887 at Edwards AFB, California, for safety flight tests. Note wingtip pitot tube. (Air Force K9724) BELOW - YC-131C 53-7886 in MATS markings in 1955. (via W.T. Larkins)



AT LEFT - YC-131C 53-7886 undergoing gear retraction tests after being converted to Allison 501-D13 turboprops of 3,750 s.h.p. with four blade Aeroproducts propellers. Note da-glo prop and engine flash. (B.R. Baker via Nick Williams) BELOW - at McCarren Field, Las Vegas, Nevada, in 1958. Tail reads "Operation Hourglass completed 1,000 hours of flight in 84 days without engine or prop change." Nose reads "airframe leased from." (B.R. Baker via Menard)





YC-131C 53-7887 with large radar nose in 1959. (B.R. Baker via Menard)



YC-131C 53-7887 at Davis-Monthan AFB in April 1961 shortly before its transfer to the federal Aviation Agency. (Douglas D. Olson via Nick Williams)



Convair YC-131C 53-7887 while registered as N9988Z at the FAA "graveyard" at Will Rogers Field, Oklahoma City, Oklahoma, in September 1962. (George W. Pennick via Nick Williams)

YC-131C 53-7886 was used briefly by the Federal Aviation Agency as N454, but was considered too costly to bring up to CV-580 standard. Note fleet number 46 on aircraft in this October 1961 photo, while the number 23 has been removed from fuselage. Colors are silver and white with a blue cheat line and a red fin tip. (J.A. Morrow via Ted Gibson)



aircraft. Scheduled to arrive later in the year were two Boeing YC-97Js and two Lockheed YC-121Fs powered by Pratt & Whitney T-34 engines. Squadron personnel had received intensive training on the new turboprops at Convair, Allison, and Edwards AFB, and spirit was high to prove these engines for Air Force use. Col. Claude W. Smith, Commander of the 1700th Air Transport Group, even founded a society "dedicated to the advancement of turbine-powered transport aircraft, whose range of power, versatility and economy of operation are as limitless as the winds of Aeolus." The Order of Heron of Alexandria, as the society was called, was named after the Greek mathematician and scholar credited with developing the first known turbine, the Aeolipile. A certificate of membership in the society was presented to each person who had flown in one of YC-131Cs.

The squadron's goal was to obtain 3,000 flight hours on the YC-131Cs by January 31, 1956. This was accomplished by using the aircraft in an "airline-type" operation beginning May 1, flying scheduled and non-scheduled routes from Kelly AFB, which served as both operating and maintenance headquarters, to Travis AFB, California (via Williams AFB, Arizona) and Andrews AFB, Maryland (via Brookley AFB, Alabama).

Early in the program, the accumulation of flight hours was hampered by a shortage of YT-56 engines. The original allocation of eight engines, including the four installed in the aircraft, was eventually raised to 12 and finally to 20. Also, the initial en-



engine overhaul time on the early YT-56s was short, but was increased from 50 hours for the prototype to 150 hours by June 1955 and to 200 hours by the end of the program. During overhaul, each engine had to be flown to the Allison plant in Indianapolis for complete teardown and evaluation.

In spite of these restrictions, throughout 1955 the YC-131Cs set a new records for utilization. At the start of the program from January to April 1955, daily utilization rates on the YC-131Cs were below four hours, but in May they jumped to 6.2 hours and by June had reached nearly eight hours per day. When flights to Travis and Andrews AFB were not scheduled, crews took their airplanes for extended cruises over the Texas countryside. The net result was a series of newly set records for twin-engined aircraft. While the 1,519-mile flight from Kelly AFB to Andrews AFB was usually made in a little over four hours (cruising at 21,000 feet at 320 mph), in the summer of 1955 at YC-131C logged 19 hours 35 minutes of flight time in 24-hour period, but this mark was pushed to 19 hours 55 minutes by YC-131C, 53-7887, on August 20, 21 hours 30 minutes by the same airplane a few days later, and 23 hours 10 minutes set by both YC-131Cs on September 1, 1955, during a claimed world's record performance by turboprop aircraft. For this last record, both aircraft made four flights and were refueled three time during the same 24-hour period for a total air time of 46 hours 20 minutes.

The 1700th Test Squadron's goal of 3,000 flight hours with the two YC-131Cs was successfully ac-

YC-131C 53-7886 was purchased from the FAA by Texas Sun Beechcraft and converted to a convair 580, although its designation is reportedly "CV-770." Note Convair decal on the engine cowl in this Sept. 1966 photo. (Clay Jansson)



Note new nose radar installation in this July 1970 photo, and "experimental" stenciled by doorway of N454X. (Bob Garrard via Ted Gibson)



Convair YC-131C 53-7886 was registered as N970L while operated by the LTV Aerospace Corporation, the airplane being trimmed in turquoise and gold. (Vought corp. 10,136-73 via Paul Bower)

complished in a little less than eight months. At the conclusion of their service test assignments the YC-131Cs began flying standard MATS transport missions. However, on August 9, 1957, YC-131C 53-7886 was leased to the General Motors Corporation for developmental testing of Allison's 501-D13, the civil version of the T-56.

This engine was rated at 3,750 eshp and used a 13-foot 6-inch diameter, four-bladed Aeroproducts A644FN-606A propeller. After conversion to this powerplant on October 23, 1957, General Motors flew the airplane from November 1 to January 23, 1958, in a project called "Operation Hourglass." This project duplicated commercial

airline schedules by averaging 12 flight hours a day in 649 flights to 77 cities. At the completion of the program, the YC-131C (as was painted on its tail in bold letters with an appropriate figure of an hourglass) "completed 1000 hours of flight in 84 days without engine or prop change." YC-131C 53-7886 was reengined with Allison 501-D26 turboprops and continued in the service of General Motors for developmental testing of the Convair Model 580, the above-mentioned inscription on the airplane's tail having been removed by April 1959.

At approximately the same time, YC-131C 53-7887 was fitted with an extremely large radar nose, but nothing has come to light regarding this modification or its purpose. By late 1959, 53-7887 had outlived its usefulness to the Air Force and was flown to Davis-Monthan AFB, Arizona, for open storage with the 2704th Air Force Aircraft Storage and Disposition Group. The airplane was offered for a sealed bid sale (with 1,937 total airframe hours) on April 27, 1960, but was withdrawn before this date.

On April 14, 1960, both YC-131Cs were purchased from the Air Force by the Federal Aviation Agency in Washington, D.C., on a no-charge "where-is-as-is" agreement. At the time of transfer on July 15, 53-7887 was located at the Allison Division plant in Indianapolis, the purchase not including the airplane's Allison test engines and propellers, while 53-7886 was transferred to the FAA on August 18 from Davis-Monthan AFB. The first YC-131C was registered as N454 to the FAA Aircraft Engineering Section at the National Aviation Facilities Experimental Center in Atlantic City, New Jersey, on December 2, 1960, while 53-7887 was registered as N9988Z.

The FAA considered converting the two YC-131Cs to the commercial Convair 580 configuration, as they eventually did with their fleet of five C-131Es, but this was found to be too costly. The aircraft were stored at the FAA Aero Center in Oklahoma City, Oklahoma, where N9988Z was used for parts on the FAA C-131/T-29 fleet. The YC-131Cs were decommissioned by the FAA on October 13, 1964, and sold as surplus to the Texas Sun



YC-131C 53-7886 was transferred to the Vought Corporation in 1976, re-registered as N630V, and repainted in white with blue and gold trim. N630V later was owned by Walston Aviation Sales, Inc., and U.S. Aviation Enterprises, Inc. (Vought corp. 10,251-76 via Paul Bower)



YC-131C/CV-770 53-7886 was most recently re-registered to Alton Box Board as N400 AB, as is shown here at Yukon, Oklahoma, in February 1980. (Page via Charles E. Stewart)

Beechcraft Co. of Dallas, Texas, N454 going for \$131,733 and N9988Z for \$71,139. N9988Z was retained by Texas Sun Beechcraft until it was sold to Houston Aviation Products in January 1974 and scrapped.

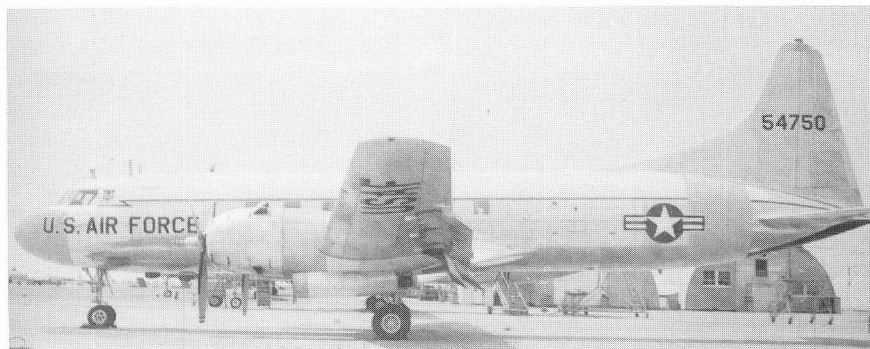
Texas Sun Beech apparently did not consider the conversion of N454 to the CV-580 standard too expensive, and by August 9, 1967, had the airplane converted and certificated as a "CV-770," although this designation is unofficial. The airplane, now registered in an experimental category as N454X, also was given a plush VIP interior and nose radar installation in preparation for use as a corporation executive transport. To date, this airplane has flown as a corporation transport in several guises and registration numbers for a variety of owners. On August 12, 1970, N454X was sold to the Texstar Corporation in an all-white livery. On October 18, 1971, it was sold to the LTV

Aerospace Corporation who, in May 1972, re-registered the airplane as N970L and trimmed it in turquoise and gold. The YC-131C was again re-registered in 1975 as N630V and transferred in 1976 to the Vought Corporation, a Ling-Temco-Vought subsidiary, the airplane now painted in blue, gold and white scheme. In September 1977 the YC-131C was sold to Walston Aviation Sales, Inc., and resold in April 1978 to U.S. Aviation Enterprises, Inc., only to return to Walston in June 1978.

In August 1978, N630V was sold to Alton Box Board Co. of St. Louis, Missouri, who reregistered the airplane as N600AB. Based at Lambert Field in St. Louis, the YC-131C was reregistered as N400AB. Today, this airplane continues to fly as one of many Convair turboprop-powered executive transports, but with a unique history in being the sole remaining Air Force YC-131C Turboliner.



C-131D 55-300 of the Air Force Logistics Command (AFLC) in 1955, when known as the Air Material Command. Colors were natural metal and white. (via W.T. Larkins)



C-131E 55-4750 of the AFLC on 6-3-61. Natural metal fuselage, wings and tail with a white cabin roof and da-glo nose, outer wing panels and rear fuselage band. Note AFLC badge behind the cockpit. (via Clay Jansson)



VT-29A 49-1943 at Norton AFB on 5-9-64 with belly radome removed and a double blue cheat line, note AFLC badge on upper tail. (Clay Jansson)



C-131E 55-4754 of the AFLC with insignia on tail and unusual rendition of US Air Force. Colors were grey belly, natural metal sides and white cabin roof and tail. (B. Donato via Clay Jansson)



VT-29D 52-1177 of the AFLC at Andrew AFB in 1968, with belly radome removed. (R. Esposito via Clay Jansson)

AIR FORCE LOGISTICS COMMAND



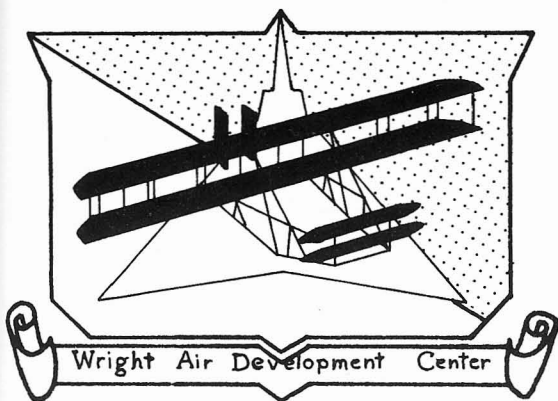
AIR RESEARCH AND DEVELOPMENT COMMAND



NT-29B 51-5133 of the Air Research and Development Command with the ARDC insignia behind the cockpit, note radar nose, Colors are natural metal and white with da-glo nose, outer wing panels and rear fuselage band. (via L. Smalley)



NT-29B 51-5132 of the ARDC with white belly and cabin roof radomes and a JC-131B T41 gas-turbine unit under the wing. the long thin stripe under the serial no. is red. note ARDC badge behind the cockpit. (via Nick Williams)



JC-131B 53-7819 of the ARDC, Wright Air Development Center, WPAFB. Colors were natural metal and white with da-glo nose, outer wing panels and tail and fuselage stripes, note Wright insignia on the tail (W.J. Balough via Menard)

JC-131B 53-7788 of the ARDC assigned to the Wright ADC in 1962, note open cargo door and hard to see Star unit hanging under the fuselage aft of the wing. (via W.T. Larkins)





JC-131B 53-7823 of the Aeronautical Systems Division (ASD) with possible air sampling devices being used, note extensive nose, fuselage and outer wing panel da-glo. (P. Bowers via R.F. Besecker)



JC-131B 53-7822 of the Wright ADC with an early A-10 type Flir pod attached to the lower forward fuselage in 1958. (via W. T. Larkins)



C-131B 53-7790 of the Air Force Flight Test Center, Edwards AFB in 1956. (via W.T. Larkins)



NT-29B 51-5164 assigned to Edwards AFB May 1963, belly radome is half black and half white. (M. Aldrich via Nick Williams)





JT-29B 51-7916 of the Air Force Systems Command at Edwards AFB on 5-19-63. Note black and white radome and da-glo nose, outer wing panels and rear fuselage stripe. Tail fin behind the da-glo fuselage stripe is natural metal. (Swisher)

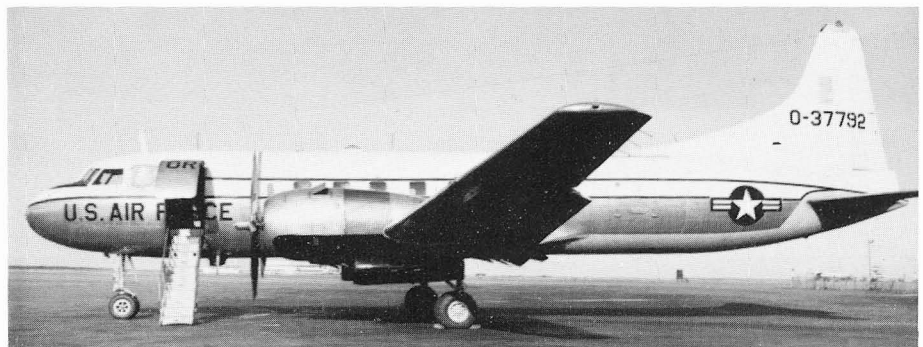


VT-29B 51-5123 of the AFSC at Long Beach in Jan. 1964. Colors are grey and white with double blue cheat lines and black engine bellies, note rear fuselage stripe is natural metal instead of da-glo. (Clay Jansson)



AIR FORCE SYSTEMS COMMAND

VT-29D 52-9980 of the AFSC at Kirtland AFB on 5-20-67. Tail stripes were yellow and red, note natural metal fin leading edge. (Clay Jansson) JC-131B 53-7792 of the AFSC with grey belly and black wing undersides in 1966. (via W.T. Larkins)





NT-29B 51-7912 of the AFSC at Kirtland AFB on 5-20-67. Note grey and black radome and natural metal tail aft of the da-glo rear fuselage stripe. (Clay Jansson)



AIR FORCE SYSTEMS COMMAND

JC-131B 53-7820 of the AFSC in 1970.



JC-131B 53-7802 of the AFSC in 1968, note the radomes which are similar to the ones seen on the AFSC NC-121D 56-6956. Colors were grey and white. (Clay Jansson)



JC-131B 53-7815 seen at Santa Barbara on 7-18-63. Aircraft was on bailment to General Electric, note G.E. on the tail and large nose radome. (Clay Jansson)



JC-131B 53-7808 on bailment to RCA in 1960 for testing, note large Star unit under the rear fuselage. (via W.T. Larkins)

AEROSPACE DEFENSE COMMAND

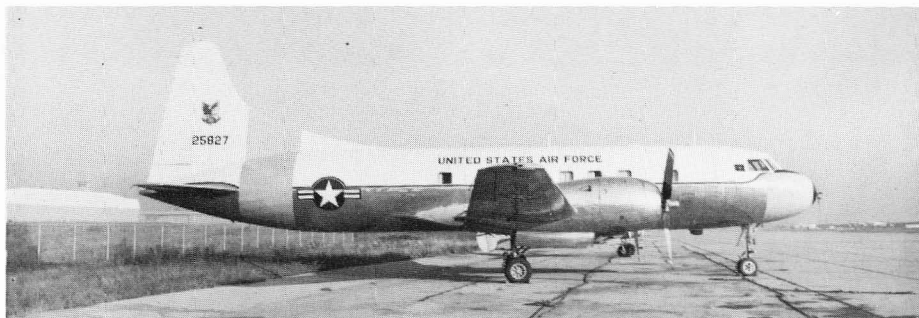


AIR DEFENSE COMMAND

VC-131D 54-2825 of the ADC with radar nose installed and a grey belly. (via Clay Jansson)

VC-131D 54-2820 of the ADC in 1971 with radar nose and model 440 exhausts. Aircraft sides and wings are grey and "SMOKEY 04" is written over a stylized bear aft of the cockpit. (via Clay Jansson)

JC-131B 53-7817 of the Rome ADC on 2-23-66, note special tail fairing and wing tip pods used for ECM work. (D. Lucabaugh via Clay Jansson)



VT-29D 52-5827 of the Aerospace Defense Command (ADC) in 1961. Colors are natural metal and white with da-glo nose, outer wing panels and rear fuselage band, note Brigadier General placed behind cockpit and black nose tip. (via W.T. Larkins)





JC-131B 53-7821 of an unknown unit, note T-29 style belly radome and the two T-41 gas-turbine units under the wings. Colors were silver and white with da-glo nose and lower tail stripe. Upper tail stripe is blue. (Harry Gann via Clay Jansson)



JC-131B 53-7795 in grey and white scheme at NAS Moffott Field on 7-31-77. The purpose and function of the objects installed in the cargo door is unknown. (Swisher) JC-131B 53-7814 employed to test the F-106 weapon systems in 1960, note the F-106 radome and the missile pylon mounted aft of the nose gear. This extremely colorful aircraft is grey and white with black F-106 nose and cheat line. The C-131 nose, outer wing panels and wide rear fuselage band are da-glo and the engine cowls and tail unit are red. (via W.T. Larkins)





AT-29C 52-1106 of the Airways and Air Communications Services (AACS) in 1961. (via W.T. Larkins) AT-29C 52-1105 of the Air Force Communications Service (AFCS) in 1960. Colors were natural metal wings, fuselage sides, rudder and tail leading edges with a white cabin roof and extensive da-glo tail and fuselage sides bordered in black. (via W.T. Larkins)



C-131B 53-7807 of the National Aviation Facilities Experimental Center (NAFEC), note red nose, tail and engine cowls bordered by blue stripes. Wing stripes were blue too. (D Olson via Menard)



JC-131B 53-7822, NAFEC-2, at the FAA Atlantic City facility on 7-25-62. Side stripe and upper fin markings believed to be powder blue. The two squares aft of the wings were da-glo outlined in black. (R.F. Besecker)





T-29A 49-1922 of the Tactical Air Command (TAC) in 1961. Colorful da-glo nose, outer wing panels and rear fuselage band were enhanced by the blue airlines style fuselage motif. (via W.T. Larkins)



TACTICAL AIR COMMAND



TAC T-29B 51-5119 in 1959, note the black nose and the yellow lightning bolt behind the TAC insignia on the tail. (R. Esposito via Clay Jansson)



VT-29B 51-5158 on 8-24-66 with the TAC Insignia at the top of the tail, note the grey belly. (D. Lucabaugh via Clay Jansson)



VC-131D 54-2811 in July 1968 with the "Pug" nose radar installed. (Clay Jansson)



TAC T-29D 52-5826 on 6-2-67 with a Major General placard behind the cockpit and the three tone white-silver-grey color scheme. This aircraft was lost in a fatal midair on 1-9-75 involving a Cessna 150 near Newport News, Va. Seven people were killed in the T-29 and two in the Cessna. (Clay Jansson)

STRATEGIC AIR COMMAND



VT-29D 52-5825 at Vandenberg AFB on 8-9-64, note diagonal blue band covered with white stars and SAC insignia in the middle. (Clay Jansson)



SAC VT-29D 52-5825 at Santa Maria in 1963 with da-glo nose, outer wing panels and rear fuselage stripe and a white belly radome. (Swisher)



SAC C-131D 55-301 at LAX in May 1964, with extensive da-glo nose and tail designs bordered in black. (via Clay Jansson)



C-131D 55-292 at Las Vegas on 9-21-62, while assigned to the United States Strike Command. (D. Olson via Clay Jansson)

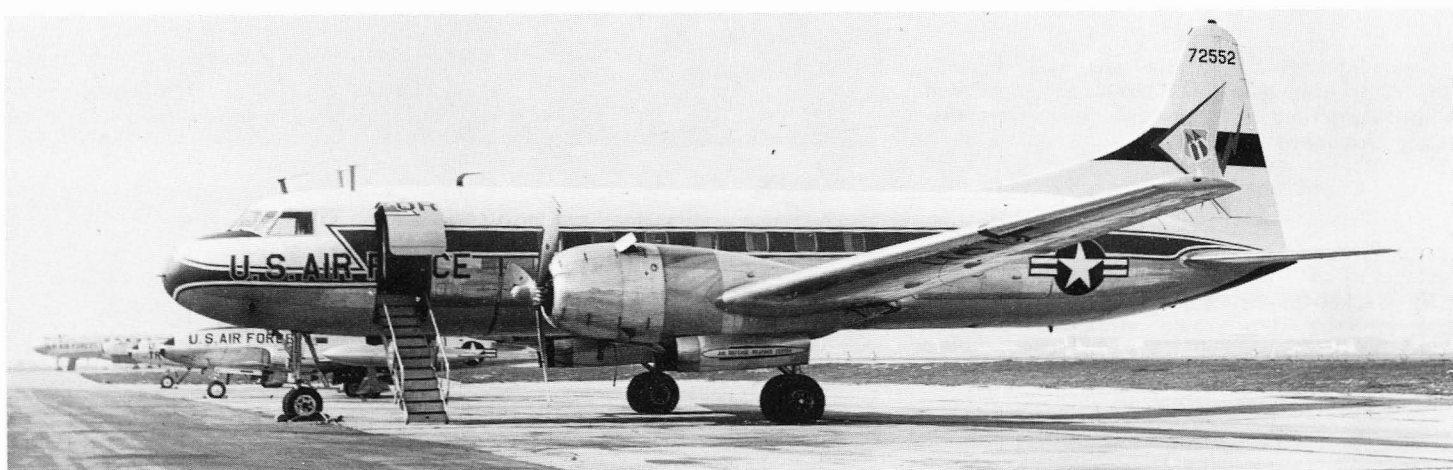


C-131D 55-299, note da-glo square bordered in black on the outer lower wing panel. (R. Mikesh via R.F. Besecker)





VT-29D 52-5825 Commander Joint Eastern Air Defense Force in 1955. Aircraft was natural metal and white with red trim and Major Generals placard aft of the cockpit. (via W. T. Larkins)



The last USAF C-131 built, C-131E 57-2552 of the 73rd. Air Division in Jan. 1965, note Air Defense Weapons Center written on the main gear door. Blue trim with the squadron insignia on a yellow arrow with a red lightning bolt behind. This photo proves that this C-131E was not delivered to the U.S. Navy as a R4Y-2 as reported by other sources. (B. Donato via Clay Jansson) C-131D 54-2823 of the Alaskan Command in 1958, note nose legend "Huffy Fuz VI". Huffy had dark red tail and wing panels and black engine bellies. (via W.T. Larkins)





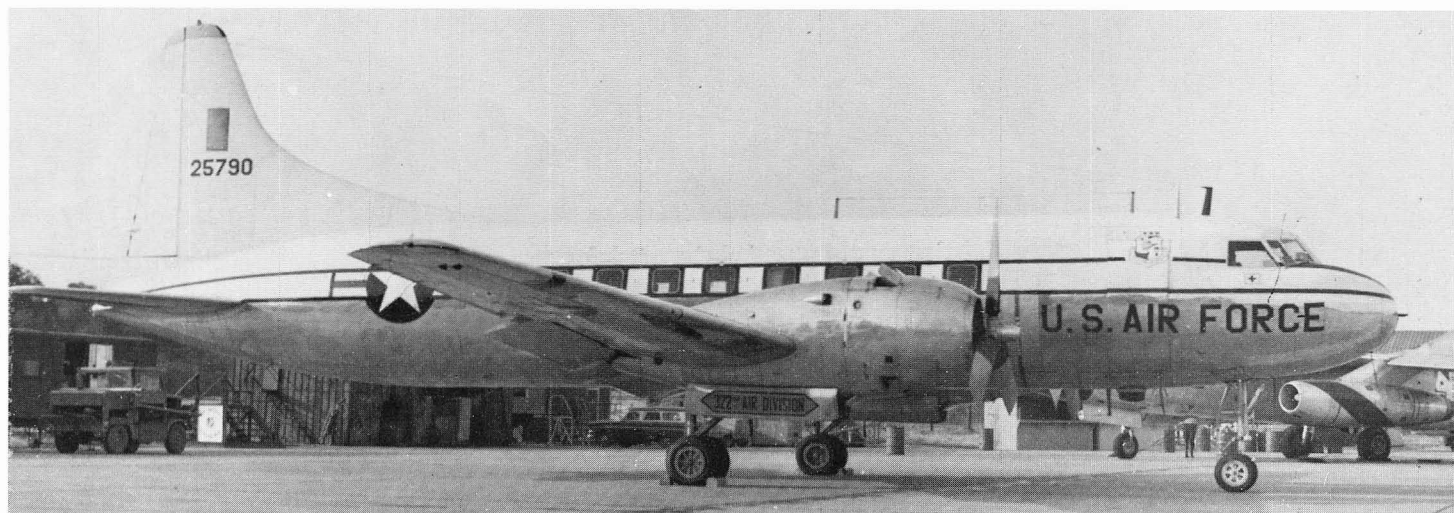
VT-29B 51-3814 with the 8th Air Force insignia on its tail and the bottom half of the SAC fuselage band aft of the wings. (via Burger)



C-131D 55-296 in 1959 with the Caribbean Air Command insignia on its tail in natural metal and white with blue trim. (via W.T. Larkins)



VC-131D 54-2823 of the USAF Recruiting Service in 1955. Colors are natural metal and white with a blue cheat line. (via W.T. Larkins) C-131A 52-5790 of the 322nd. Air Division, Combat Cargo, USAF Europe, at Toul-Rosieres AB in June 1959. (D. Menard)





VT-29A 49-1925 assigned to Tinker AFB on 7-8-66. Colors were white and natural metal with a grey belly. (D. Lucabaugh via Clay Jansson)



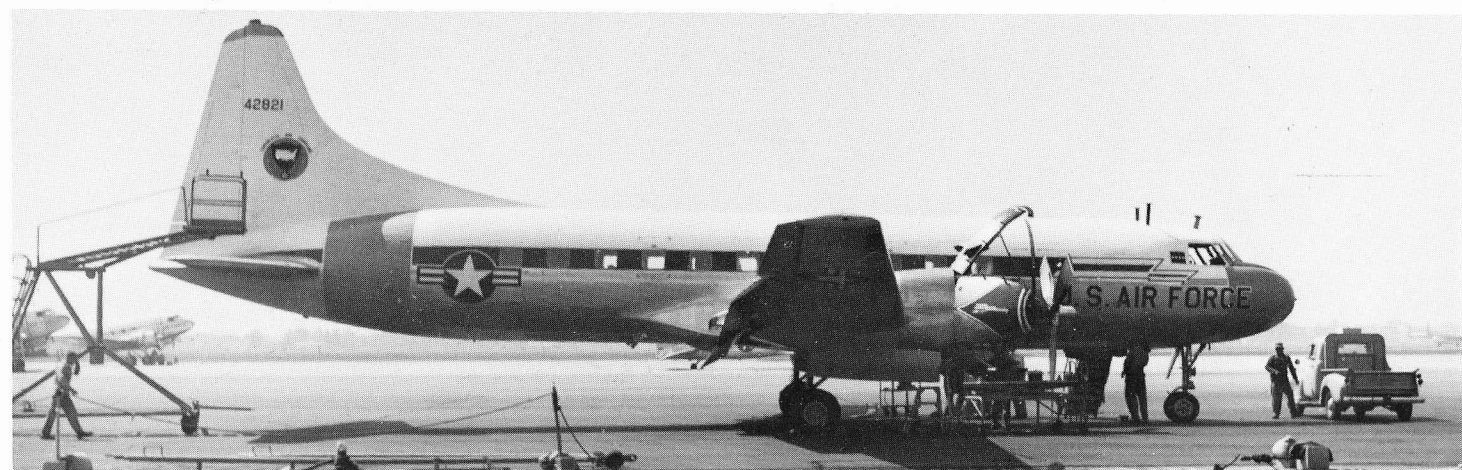
C-131D 55-296 in a over-all natural metal scheme in 1955 while assigned to the Air Proving Ground Command, Eglin AFB. (via W.T. Larkins)



VT-29B 51-5123 at Kirtland AFB on 5-20-67. Colors were grey and white with red fuselage window stripe and black nose, belly radome, belly of the tail and lower engine area. (Clay Jansson)



VC-131D 54-2821 of the Continental Air Command in July 1955, note Lieutenant Generals placard aft of cockpit. (D. Menard) 54-2821 on 7-8-59 with da-glo nose, outer wing panels and rear fuselage band added as well as extensive blue cabin and engine cowl trim. Note Generals placard aft of the cockpit. (R.F. Besecker)



AIR NATIONAL GUARD

The T-29/C-131 series of aircraft became station hacks for most Air Guard squadrons with virtually every ANG base having one assigned from time to time. They were never used by the Guard in squadron strength as no Guard squadron was charged with a mission to which these aircraft were uniquely suited.

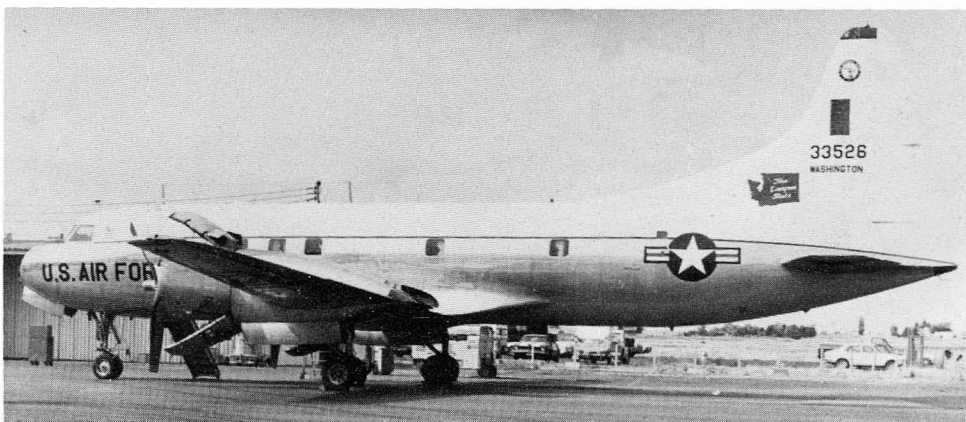
C-131B 53-7814 of the New Mexico ANG on 6-2-79 at Kirtland AFB, NM. Colors were grey and white with black trim. (B. Knowles via Menard)



C-131B 53-7811 of the 147th. FIG, Texas ANG on 7-29-82. Tail markings were a red lightning bolt and a blue background for the star. (G. Geer via Menard)



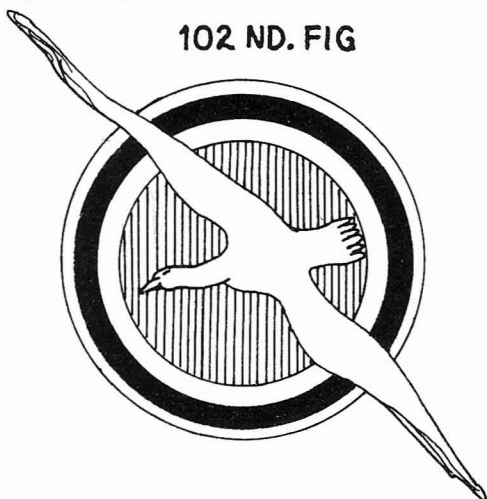
T-29D 53-3526 of the 141st. ARW, Washington ANG in 1974. (via Burger)



C-131D 54-2809 of the 102nd. FIG, Massachusetts ANG in 1980. Note powder blue markings on the engine cowls and tail with a white Massachusetts on the blue fin tip stripe. (via Burger)

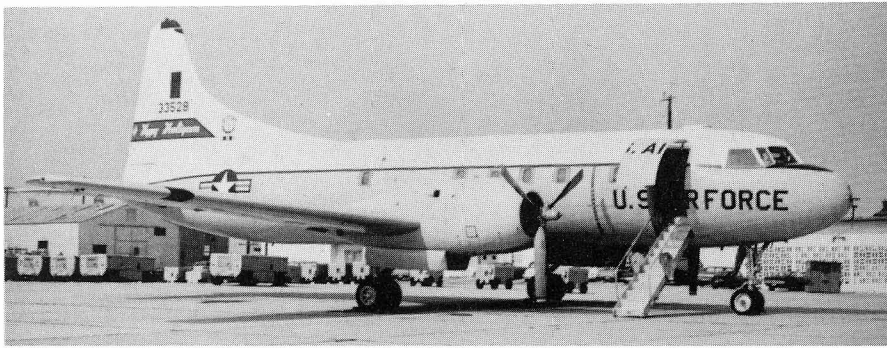


102 ND. FIG



C-131B 53-7813 of the 142nd FIG, Oregon ANG in 1974. Colors are grey and white. (via Burger)





VT-29D 53-3528 of the 119th. FIG, North Dakota ANG, in the grey and white scheme. (K. Buchanan via Menard)



119th FIG North Dakota



C-131E 55-4759 of the 156th. TFG, Puerto Rico ANG on 11-8-77, note TAC badge aft of cockpit. (Norm Taylor via Nick Williams)



T-29A 50-185 of the Pennsylvania ANG in the grey and white scheme. (R. Besecker)



C-131D 54-2813 of the New York ANG in 1977 in the grey and white scheme. (via Burger)



VT-29E 51-5171 of the Air National Guard Bureau at Las Vegas on 1-31-63. Colors were natural metal and white with black trim. (Clay Jansson)

VT-29D 53-3516 of the 120th. FIG, Montana ANG in 1975, note grey engines and blue trim. (via Burger)



VC-131D 54-2824 of the 122nd. FIS, Coon Ass Militia, Louisiana ANG in 1986. Colors are grey and white with a grey stylized arrow on the tail, note natural metal edges of the engine cowls. (Bob Stollof)



VT-29B 51-7894 of the 136th. FIS, New York Air National Guard in Aug. 1977. Eagle on the tail was red-yellow-black. (via Nick Williams) VC-131D 54-2814 of the 170th. ARG, New Jersey ANG on 5-24-82. (Don Linn via Nick Williams)





NAVAL CONVAIRS

by Nicholas M. Williams

With a few exceptions, the history of American naval transport aviation is one of adapting preexisting civil aircraft to serve military needs. So it was in the late 1940s when a new generation of prop-driven airliners emerged which utilized the strides in technology made during the Second World War. The Douglas DC-6 and Lockheed 1049, perhaps the most successful examples, both were ordered by the Navy in the early 1950s as the R6D-1 (C-118B) and R7V-1 (C-121J). Even the venerable Douglas DC-3, updated and remanufactured as the Super DC-3, was procured by the Navy in 1951 as the R4D-8 (C-117).

But by early 1954 the Navy found itself in need of a larger, high-performance, twin-engined transport aircraft for use on short and medium-length cargo and passenger runs. The Convair Model 240 had been successfully operated as a civil airliner since 1948, and had served the U.S. Air Force as early as 1950 as a T-29 navigation trainer and staff transport. With little competition from other designs, the updated version of the Convair, the Model 340 Convair-Liner, was picked to fill this role. Over the past 30 years 39 R4Y-1 and R4Y-2 Samaritans, 13 T-29B and T-29C Flying Classrooms, and three C-131H Turbo-Liners have served the Navy and Marine Corps, proving the soundness of the design

as well as the wisdom of Navy planners.

It seems that the "official" Navy or Convair names, Samaritan, Flying Classroom and Turbo-Liner, were never widely accepted. To Navy personnel at the squadron level, all of these aircraft were more popularly known simply as "Convairs."

R4Y-1 SAMARITAN

While redesign work and negotiations for the Convair 340-based aircraft were progressing, the Navy satisfied its immediate needs by ordering a single R4Y-1Z in 1954 under contract number 54-602. This aircraft had originally been manufactured in December 1953 as a civil 340-66 and registered as N8423H. After being converted to a military VIPer with reduced seating for 24, the airplane entered service as BuNo 140378 late in April 1954. The Convair was based at NAS Anacostia, Washington, D.C., and was assigned to the Assistant Secretary of the Navy, carrying Navy and governmental leaders throughout the East Coast area.

Shortly after delivery of this airplane the Navy signed a second contract (54-909) with Convair for 36 convertible cargo/passenger R4Y-1 Samaritans (BuNos 140993-141028 redesignated as C-131F in mid-1962). Like the VIP airplane, these R4Y-1s (Convair 340-71) had a 13 percent increase in wing area over the Model 240. Two fuselage sections added

The second Navy Convair, 140993, with construction no. 276 still painted on the nose on a test flight over Southern Calif. (Convair)

fore and aft of the wing enabled the aircraft to carry 44 rearward facing passengers, four more than the earlier model. An empty weight of 30,684 pounds and gross weight of 47,000 pounds gave the R4Y-1 a useful load of over eight tons. The Convairs had a maximum speed of 275 mph, a range of 2,100 nm, and a service ceiling of 25,500 feet. Several design features of the R4Y-1 were noteworthy. It was one of the first twin-engined Navy transports to use a tricycle landing gear, each with twin tires for added safety. The Samaritan's R-2800-52W engines, as well as its three-bladed Hamilton Standard propellers, were identical to those used on the four-engined R6D-1 Liftmaster. The design's unique "orange peel" engine cowlings provided quick access to the engines by swinging up, down and out, and the airplane retained the Model 240's engine exhaust augmenters. These augmenters, twin tubes located near the top of each nacelle extending from the engine to the trailing edge of the wing, used engine exhaust gases to augment the flow of cooling air over the engine cylinders, routing the heated air for the cabin air-conditioning system and for thermal anti-icing of the leading edges of the wing and empennage. These augmenters gave the airplane a distinctive bellow while at power, considerably increasing cabin noise

levels. Finally, the Navy R4Y-1s featured the standard Convair-Liner folding stairway in the forward main entrance door, a strengthened cabin floor for cargo loads, and a large left rear cargo door which swung upwards to produce a 6'x10" opening.

The first R4Y-1 of this 36-plane contract, 140993, was accepted by the Navy in August 1955 and delivered to NAS Anacostia. Between August and the end of December 1955, 17 more Convairs were delivered: 12 to Air Transport Squadron One (VR-1) at NAS Patuxent River, Maryland, three to VR-5 Detachment A at NAS North Island, California, and one each to VR-22 at NAS Norfolk, Virginia, and the Naval Air Test Center at Patuxent River. The remaining 18 Convairs were delivered throughout 1956: three each to NAS Anacostia and VR-1, and one each to a variety of Navy and Marine Corps shore facilities. Since these initial deliveries, each airplane has seen duty with one or more of scores of possible users within the Navy and Marine Corps organizations. More often than not, the R4Y-1s flown by air transport squadrons were operated on regularly scheduled routes carrying military passengers, their dependents and cargo. Those being used by individual shore commands have served as administrative aircraft, station "hacks," and occasionally as modified electronic research and training aircraft. One researcher has reported that at least several aircraft. (140994, 141020 and 141021) were converted and redesignated as R4Y-1Z/VC-131Fs, but this practice seems more the exception than the rule for Navy Samaritans. While few of these R4Y-1s were specifically configured or designated as VIP aircraft, quite often the rest functioned as such, transporting high-ranking Navy, Marine and governmental leaders and serving as flying admirals' or generals' barges. Many of these R4Y-1s were maintained in immaculate condition with impressive paint schemes and highly polished metal surfaces, admiral's star placards, and command flags which could be displayed from the cockpit area when on the ground.

At some time during the late 1950s all of the R4Y-1s were put through a

modernization program that in some ways converted them to the Convair 440 standard. This included replacing the twin-tube augments exhaust outlets with more streamlined rectangular ones, improving engine cooling and cabin noise levels. An elongated "weather mapping" radar nose was also installed, along with structural modifications which increased the airplane's gross weight to 53,200 pounds. In all probability, these changes were made at a Navy overhaul and repair (O&R) facility as each airplane went through its regular maintenance cycle, using standard conversion kits which were then being marketed by Convair.

In 1957, the Navy signed a contract with Convair for two updated Model 440 Cosmopolitans, designated as R4Y-2s 145962 and 145963 (redesignated as C-131G in mid-1962). An additional 13 R4Y-2/2T trainer (145964-145976), 14 R4Y-2s antisubmarine (145977-145990), and five R4Y-2Q electronic countermeasures (145991-145995) aircraft were ordered at the same time but were canceled before delivery. The two R4Y-2s were manufactured to C-131E standards in November 1957, both being accepted by the Navy on December 30. R4Y-2 145962 was assigned to the Headquarters, Marine Corps Flight Section, at Anacostia, D.C., while 145963 went to the Navy at NAS Anacostia. As with many of the R4Y-1s, these Samaritans were operated as VIP aircraft in every way but name.

On February 23, 1961, the first and only known serious incident involving a Samaritan occurred when R4Y-1Z 140378, carrying Undersecretary of the Navy, Paul B. Fay, his wife, daughter, and a Navy aide, skidded into a waterway after making an emergency landing. The airplane had attempted a landing at Bader Field, a small municipal airport in Atlantic City, New Jersey, after taking off from NAS Floyd Bennett Field, New York. While the touchdown was successful, the short field and a drizzling rain caused the airplane to skid off the end of the runway and plunge into the waterway, where it remained partially afloat. All aboard were soon rescued by rowboat, with the only injury being a

broken ankle, suffered by the Undersecretary's aide. Unfortunately, the R4Y-1Z was a complete loss, and was stricken with only 3400 flight hours to its credit in nearly seven years of service.

While it is not the intent of this article to provide detailed histories of the various R4Y-1 operators, the following is offered to further explain a few inconsistencies in the listing of individual aircraft histories which follows.

In the summer of 1955, Air Transport Squadron 5 (VR-5) established a detachment at NAS North Island, San Diego, California. By that fall, VR-5 Det. North Island began operating three R4Y-1s mainly between the various West Coast naval bases. In March 1957 the unit became a detachment of Air Transport Squadron 21 (VR-21), and in July became the only regular Navy transport squadron on the West Coast, eventually flying five Convairs. The detachment eventually moved its headquarters to NAS Alameda, and was recommissioned as VR-30 on October 1, 1966. While VR-30 operated as many as seven of the Convairs at one time, the coming of the Douglas C-9B (DC-9) gradually reduced the number assigned to two, with one of these "configured for transportation of senior naval officers and executives throughout the country."

Fleet Aircraft Service Squadron Special 200, flying out of Blackbushe, London, England, was assigned the mission of providing service and maintenance support to Fleet Logistic Air Wing transport aircraft and administrative flight support to the Commander-in-Chief, Naval Forces Eastern Atlantic and Mediterranean Headquarters (CINCNELM), and other U.S. Naval commands in the London area. The squadron received R4Y-1 140993 in August 1958 to replace its administrative R5D-2Z. 140993 was itself replaced by R4Y-1 141021 in January 1959, which lasted with the unit until December 1960.

One odd entry involves the apparent use of C-131F 141023 by Attack Squadron 76 (VA-76) in September 1966. While this assignment may very well be the result of an entry er-

ror on the aircraft history card, there is the possibility that this airplane was used briefly by VA-76 to transport squadron ground personnel and equipment during its move from NAS Oceana, Virginia, to NAS Lemoore, California, from August 23 to 31, 1966. Similarly, the USS NASSAU (LHA-4) is listed as having flown C-131F 141023 beginning in June 1980. While this at first may seem improbable, the practice of assigning a transport aircraft to the pre-commissioning unit of a ship is not unheard of, which may explain this unusual entry.

Following is a list of the entire service lives of all 55 Navy and Marine Corps Convairs, taken from each aircraft's history cards and later computer printouts. When dealing with dates and information taken from these sources, several peculiarities should be mentioned. Firstly, the dates presented cannot always be taken as gospel. From past experience, when dates could be verified from other sources, the author suspects that quite often the dates

that are entered are based more on clerical convenience than on historical fact. Also, a distinction should be made between an airplane's listed custodian and its actual user. C-131F 140993, for instance, was in custody of Naval Air Reserve Training at NAS Glenview, Illinois, from 1960 to 1978. During at least the 1964 to 1969 period, however, the Samaritan appeared in the markings of the Joint Strategic Target Planning Staff. C-131F 141020 was in the custody of NAF Naples, Italy, during the early 1970s, but was actually serving as the flagship for the Commander-in-Chief, Allied Forces Southern Europe. Thusly, those Samaritans in the custody of NAF Mildenhall, England, most probably acted as the flagship for the Commander-in-Chief of the U.S. Navy Europe, and those aircraft attached to NAF Naples, Italy, Naval Station Rota, Spain, or NAF Sigonella, Sicily, were possibly used by the Commander Fleet Air Mediterranean, or some similar command.

When working with aircraft history cards, one of the most challenging

tasks lies in deciphering the odd Navy acronyms employed when identifying some operators. One of these which has defied all attempts at identification, is "NRT TRS PL" at NAS Glenview, Illinois, which operated R4Y-141016 from 1956 to 1960.

In the following individual histories, each airplane's service life is covered from acceptance through its final disposition (with the final total accumulated flight hours indicated), or, if still active, its present status from the latest available data, including the airplane's accumulated flight hours up to the date indicated. As of September 1983, the most recent date for which official information is available, there were 18 Convairs still active in the Navy or Marine Corps: 13 C-131Fs, two C-131Gs, and the three C-131Hs. While these aircraft have been overshadowed by the more numerous Douglas and Lockheed transports, it seems certain that the Navy Convairs will be among the last piston-engined, if not propeller-driven, transport aircraft in this service's history.

U.S. NAVY AND MARINE CORPS R4Y/C-131/T-29 Individual Aircraft Histories

NAS — Naval Air Station	RDT&E — Research, Development, Testing and Evaluation
NAF — Naval Air Facility	VR- — Air Transport Squadron (before mid-1957)
MCAS — Marine Corps Air Station	Fleet Tactical Support Squadron (mid-1957 to 1976)
FASRON — Fleet Aircraft Service Squadron	Fleet Logistics Support Squadron (1976 to present)
NATC — Naval Air Test Center	VT- — Training Squadron
O&R — Overhaul and Repair	MASDC — Military Aircraft Storage and Disposition Center
R&T — Research and Testing	

Note: Specific markings information and tail codes are given in parentheses, where applicable or known.

CV-340-66	N8423H	c/n 140
12-8-53	Manufactured	
R4Y-1Z	140378	
4-29-54	Accepted	
4-30-54	Assistant Secretary of the Navy	
	NAS Anacostia, Washington, D.C.	
2-23-61	Crash near Atlantic City, NJ	
	Stricken with 3444 hours	

R4Y-1Z 140378, the first Navy Convair in flight over Washington D.C. on 8-2-55. Colors are natural metal and white separated by a blue cheat line. The engine cowls were blue. (National Archives)

Colors are natural metal and white





Interior view of the plush V.I.P. furnishings of the R4Y-1Z which was used by the Secretary of the Navys staff. (National Archives) The highly polished and waxed R4Y-1Z awaiting dignitaries to board. Note the propeller warning stripe on the fuselage and the open cockpit window. (A.R. Krieger via Menard)



R4Y-1 140993 in Aug. 1955 in its delivery scheme which didn't include the blue cheat line. (via Jim Sullivan and Nick Williams)

R4Y-1/C-131F	140993	c/n 276
6-22-55	Manufactured	
8-1-55	Accepted	
8-22-55	NAS Anacostia	
	Washington, D.C.	
8-31-55	Headquarters, Marine Corps Flight Section ("Anacostia")	
	NAS Anacostia Washington, D.C.	
8-25-58	Commander-in-Chief	
	Naval Forces Eastern Atlantic and Mediterranean	
	FASRON Special 200	
	Blackbushe, London, England	
1-8-59	NAS Anacostia	
	Washington, D.C.	
10-1-60	Joint Strategic Target Planning Staff	
	Naval Air Reserve Training	
	NAS Glenview, IL	
5-3-78	Naval Air Reserve Unit North Island ("NARU NORIS"; "6H"; "City of Las Vegas")	
	NAS North Island, CA	
7-27-80	MASDC	
	Davis-Monthan AFB, AZ	
	Stricken with 14,037 hours	



R4Y-1 140993 in 1956 while assigned to Headquarters, USMC. (via Clay Jansson)



R4Y-1 140993 in 1956 while assigned to the Commander-in-Chief Naval Forces Eastern Atlantic and Mediterranean. (via Burger)



140993 in a highly polished state with black nose and engine cowl fronts and the Joint Strategic Target Planning Staff (JSTPS) logo as seen above on the tail. (Charles Trump via Nick Williams) C-131F 140993 at Andrews AFB on 5-8-65. Engine cowl and nose are blue as is cheat line and tail stripes above and below of JSTPS. Tail is da-glo with a white rudder and the lower forward fuselage is also da-glo. (D.Lucabaugh via Clay Jansson)



C-131F 140993 on 9-17-78 while assigned to the Naval Air Reserve Unit North Island (NARU NORIS). Note black underside of the tail and retrofitted 440 rectangular exhausts. (Clay Jansson)



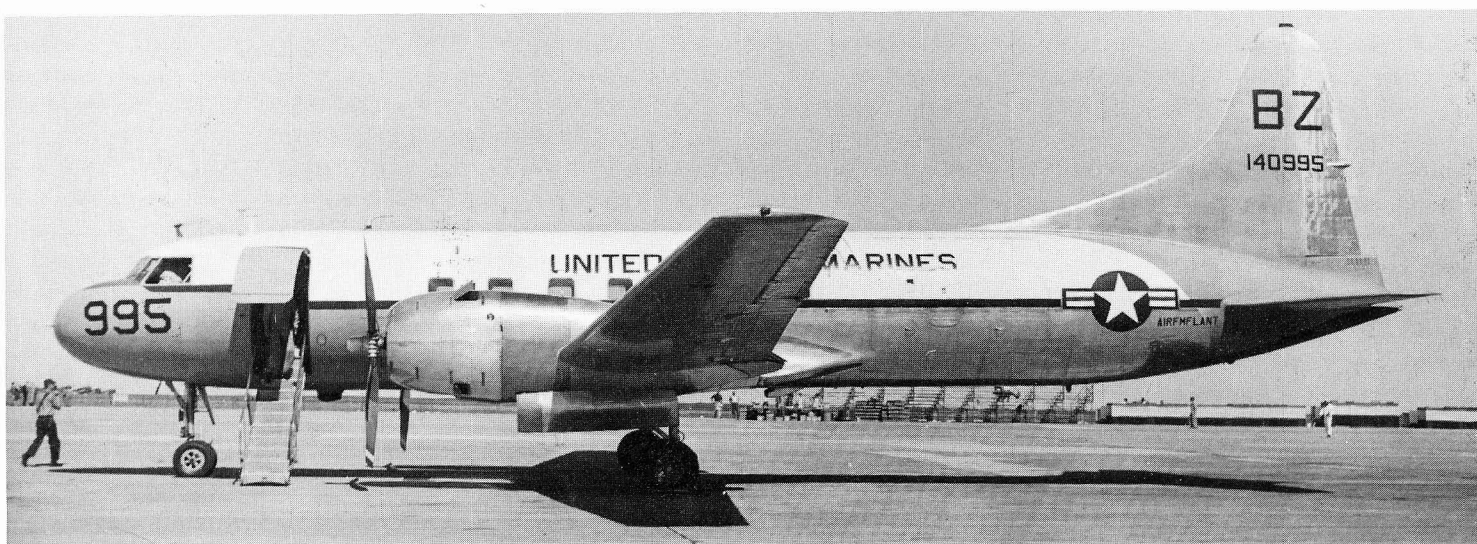
VC-131F 140993 in 1979, note landing gear and wheels are white. (via W.T. Larkins)



R4Y-1/C-131F 140994 c/n 277
 8-5-55 Accepted
 8-26-55 VR-22 Atlantic ("RB"), NAS Norfolk, VA
 7-12-57 FASRON 102
 NAS Norfolk, VA
 11-30-60 5th Naval District
 NAS Norfolk, VA
 7-1-64 NAS Norfolk, VA
 To 9-1-84 with 11,737 hours

C-131F 140994 flying the flag of the Commander Atlantic Fleet at Baltimore on 1-9-67. (D. Lucabaugh via Jansson) R4Y-1 140995 of AIRFMFLANT in 1960. Colors are natural metal and white with da-glo tail and lower foreward fuselage, the rudder is polished metal. (via W.T. Larkins)

R4Y-1/C-131F 140995 c/n 278
 8-15-55 Accepted
 8-26-55 VR-1 ("RP")
 NAS Patuxent River, MD
 12-17-57 Headquarters and Headquarters Squadron
 Air Fleet Marine Force Atlantic
 NAS Norfolk, VA
 12-18-75 MASDC
 Davis-Monthan AFB, AZ
 5-29-78 Stricken with 10,839 hours
 11-26-80 Registered as N8526M
 Time Aviation Services Inc.



C-131F 140995 of the Fleet Marine Force Atlantic in 1972. Stylized tail arrow is red. (Fred Roos/Naval Fighters)





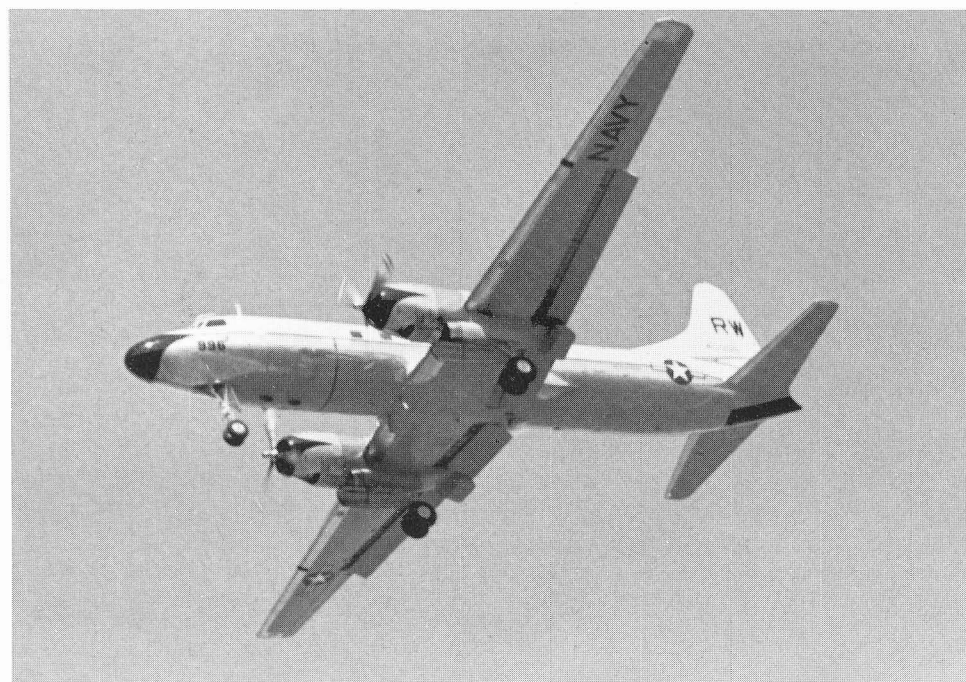
R4Y-1 140996 at Groton Connecticut in 1959. Note da-glo lower forward fuselage, outer wing panels and tail with white rudder and stripe. (Bob Gordon via Nick Williams)



R4Y-1/C-131F 140996 c/n 279

9-14-55	Accepted
9-22-55	Naval Air Test Center Research and Dev
	NAS Patuxent River, MD
2-19-56	VR-1 ("RP")
	NAS Patuxent River, MD
8-25-60	NAS Anacostia
	Washington, D.C.
4-25-61	12th Naval District
	NAS Alameda, CA
7-1-64	NAS Alameda, CA
1-30-69	VR-30 ("RW")
	NAS Alameda; CA
6-29-75	NAS Corpus Christi, TX
11-26-76	NAS Memphis, TN
3-5-77	NAS Corpus Christi, TX ("D"; "200";
	"City of Corpus Christi")
7-21-83	NAS Guantanamo Bay, Cuba
	To 9-1-84 with 16,491 hours

R4Y-1 140996 in Nov. 1962 while assigned to the 12th Naval District. Aircraft still has the da-glo forward fuselage, outer wing panel and tail, note the new cheat line profile. (Harry Gann via Jansson)



C-131F 140996 landing at Point Mugu in July 1972, while assigned to VR-30 at NAS Alameda, Ca. Belly and wings are transport grey with natural metal engine cowls and leading edges of wings and tail. (Nick Williams)

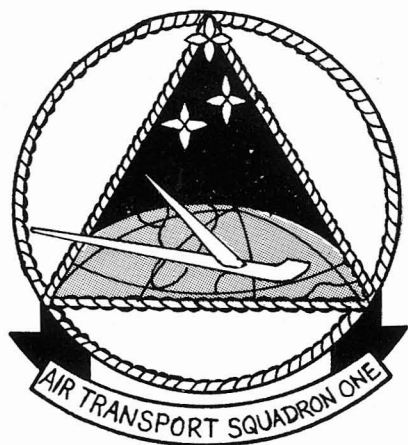


C-131F 140996 in 1977 while assigned to the Chief of Naval Air Training (CNATRA) at NAS Corpus Christi, Tx. Colors are grey and white with black trim. (via Burger)

C-131F 140997 of VR-1 at Baltimore on 6-1-67, note grey fin tip. (D. Lucabaugh via Jansson)

R4Y-1/C-131F 140997 c/n 280
 9-28-55 Accepted
 10-10-55 VR-1 ("RP")
 NAS Patuxent River, MD
 8-14-68 VR-1 ("JK")
 NAS Norfolk, VA
 7-12-73 NAF Sigonella, Sicily
 9-7-76 Naval Station
 Rota, Spain
 8-23-77 Naval Training Command
 Morocco
 1-2-78 Naval Station
 Rota, Spain
 5-5-78 NAF Sigonella, Sicily
 7-20-78 Naval Station
 Rota, Spain
 9-7-78 NAF Mildenhall
 Suffolk, England
 12-2-80 MASDC
 Davis-Monthan AFB with 20,366 hours

C-131F 140997 in 1972 in the new grey and white scheme with black trim. (via Burger)



R4Y-1 140998 over NAS Patuxent River in March 1956 while assigned to VR-1. (National Archives)

C-131F 140998 at NAS North Island in Sept. 1964. Colors were natural metal and white with black trim and da-glo lower forward fuselage, outer wing panels and tail with a white rudder. BUNO and nose no. painted over a white background. (Clay Jansson)

R4Y-1/C-131F 140998 c/n 281
 10-7-55 Accepted
 10-25-55 VR-1 ("RP")
 NAS Patuxent River, MD
 10-23-58 Commander U.S. Naval Forces
 Continental Air Defense Command
 Colorado Springs, CO
 10-1-60 Naval Air Reserve Training ("7V")
 NAS Glenview, IL
 10-9-73 NAS Corpus Christi, TX
 11-12-73 NAS Memphis, TN
 4-28-81 MASDC
 8-19-82 Davis-Monthan AFB, AZ
 Stricken with 15,925 hours

C-131F 140998 at Phoenix in Sept. 1966. Colors are polished metal and white with black trim. (Clay Jansson)





R4Y-1 140999 of FASRON 6 in 1958 at NAS Jacksonville. Colors were natural metal and white with a black cheat line and a grey fin cap. (USN)



C-131F 140999 at MCAS Yuma on 3-11-67. Colors were polished metal and white with natural metal leading edges and black trim. Rescue arrows were yellow. (Clay Jansson)



C-131F 140999 at Northolt, England, in Dec. 1971 while assigned to the Headquarters, Allied Forces Southern Europe and based at NAF Naples. Colors were polished metal and white with black trim. (via L.N. Paul)

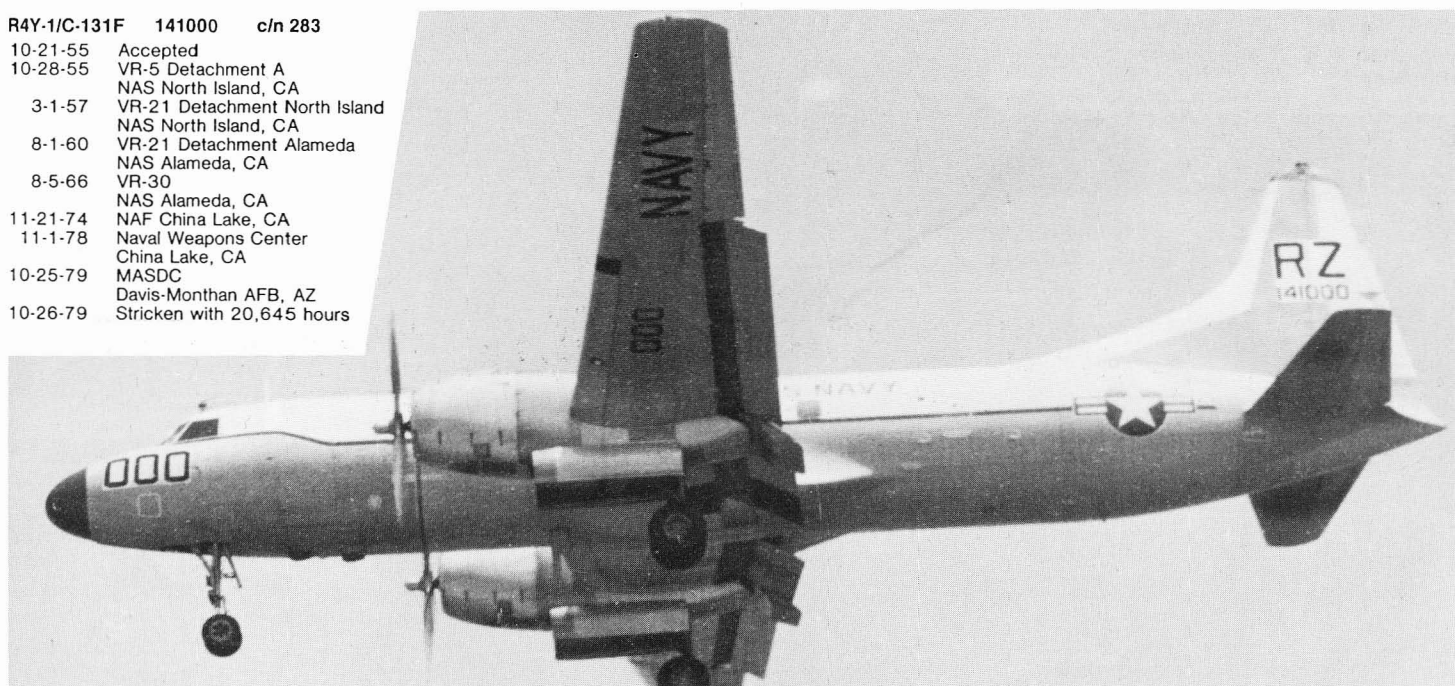


R4Y-1/C-131F	140999	c/n 282
10-19-55	Accepted	
10-25-55	VR-1 ("RP")	
	NAS Patuxent River, MD	
1-11-57	FASRON 6 ("FD")	
	NAS Jacksonville, FL	
6-29-59	6th Naval District	
	NAS Jacksonville, FL	
7-1-64	NAS Jacksonville, FL	
6-19-70	Headquarters	
	Allied Forces Southern Europe	
	NAF Naples, Italy	
7-1-75	NAF Mildenhall	
	Suffolk, England	
2-14-76	NAF Washington	
	Andrews AFB, MD	
9-1-78	Commander Reserve Tactical Support	
	Wing Detachment Washington	
	Andrews AFB, MD	
3-26-81	NAS Memphis, TN	
5-5-82	NAS Atlanta, GA	
8-2-82	NAS Memphis, TN	
4-19-84	MASDC with 16,320 hours Davis-	
	Monthan AFB, Tucson, Arizona	

C-131F 140999 with "WASHINGTON" painted in front of the stars and bars and the Navy Dept. insignia on the tail. (via Jansson)

R4Y-1/C-131F 141000 c/n 283

10-21-55 Accepted
 10-28-55 VR-5 Detachment A
 NAS North Island, CA
 3-1-57 VR-21 Detachment North Island
 NAS North Island, CA
 8-1-60 VR-21 Detachment Alameda
 NAS Alameda, CA
 8-5-66 VR-30
 NAS Alameda, CA
 11-21-74 NAF China Lake, CA
 11-1-78 Naval Weapons Center
 China Lake, CA
 10-25-79 MASDC
 Davis-Monthan AFB, AZ
 10-26-79 Stricken with 20,645 hours



R4Y-1 141000 was one of five *Samaritans* flown by VR-21 after the squadron had acquired the aircraft from VR-5 Detachment North Island in 1957. Note the extensive areas of damage on the forward fuselage, wings, tail, and empennage of "Triple Nuts" in this July 1962 photo taken at NAS Alameda. (Bude Donato via Nick Williams)



C-131F 141000 in revised 1965 VR-21 color scheme of grey and white with black trim and silver engine cowls. (via W.T. Larkins)

C-131F 141000 of VR-30 at NAS Alameda in May 1974, note VR-30 insignia on the nose. (via Jansson)



C-131F 141000 at NWC China Lake on 10-26-79 in grey and white scheme with black trim and natural metal engine cowls. (Ben Knowles, Jr. via Menard)

R4Y-1 41001 of VR-1 at NAF Guantanamo Bay on 12-2-55. (National Archives)



R4Y-1/C-131F 141001 c/n 284
 10-27-55 Accepted
 11-1-55 VR-1 ("RP")
 NAS Patuxent River, MD
 8-9-74 Naval Station
 Rota, Spain
 10-2-74 Naval Training Command
 Morocco
 9-5-78 Naval Station
 Rota, Spain
 12-8-78 NAF Sigonella, Sicily
 To 9-1-84 with 21,724 hours

R4Y-1/C-131F 141002 c/n 285
 10-27-55 Accepted
 11-1-55 VR-1 ("RP")
 NAS Patuxent River, MD
 8-22-73 Naval Station
 Rota, Spain
 9-8-81 Stricken with 20,875 hours



C-131F 141001 at Pax River on 8-15-64. (via Nick Williams)

C-131F 141002 of VR-1 in 1972 (Clay Jansson)

C-131F 141002 in Jan. 1979. (P. Marson via Nick Williams).



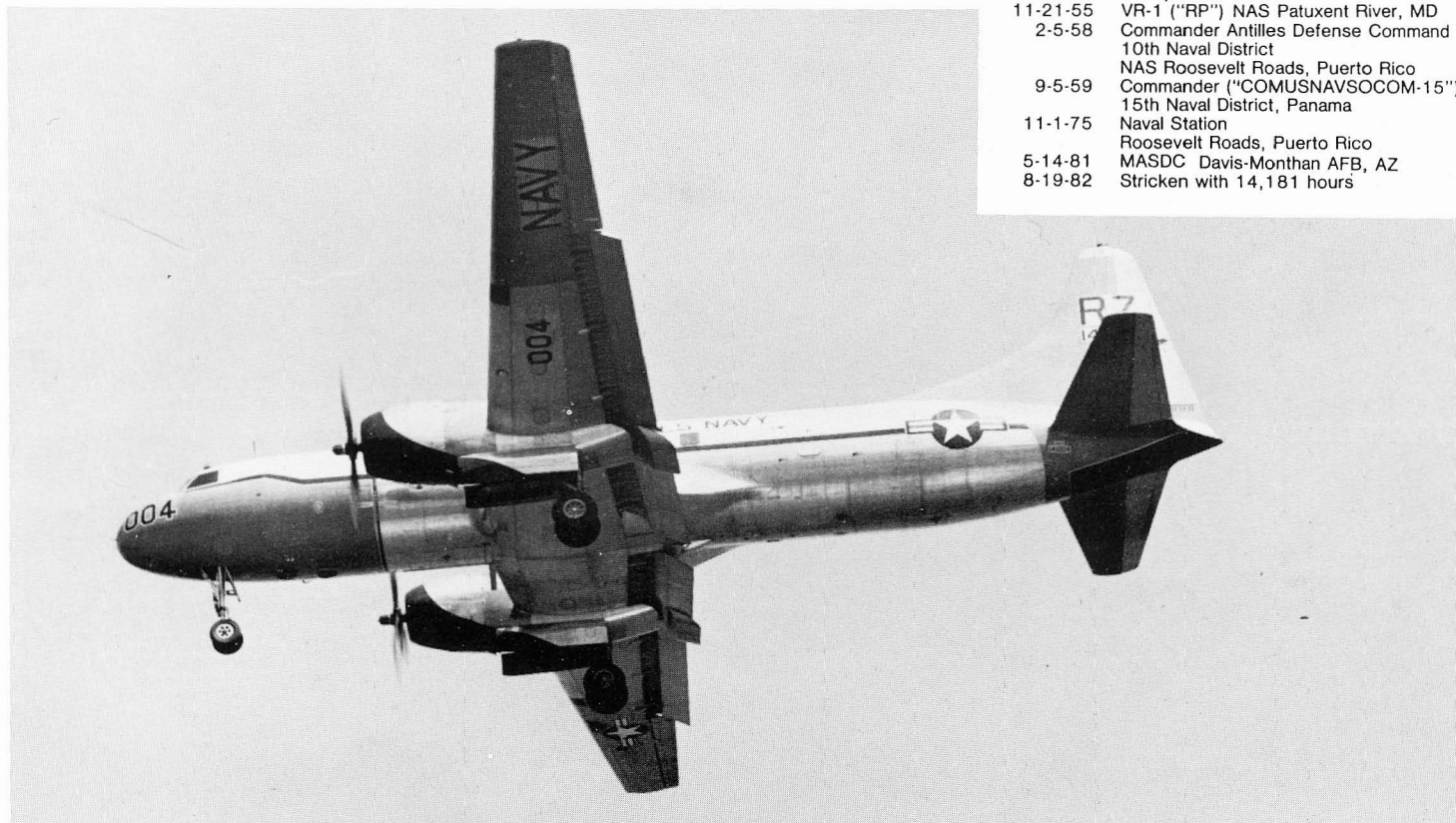


The Commander Antilles Defense Command at NAS Roosevelt Roads, Puerto Rico, flew in R4Y-1 141003 beginning in February 1958. The airplane is shown at Groton, Connecticut, in August 1959. (Bob Gordon via Nick Williams)

C-131F 141003 at Andrew AFB on 5-23-70 while assigned to the Commander 15th Naval District, Panama (COMUSNAVSO-COM-15). Note two stars and Navy Dept. insignia on the tail. (S. Miller via Menard)



R4Y-1 141004 of VR-21 Detachment Alameda in Aug. 1960. Note da-glo lower forward fuselage, outer wing panels and tail. Engine cowl design and belly of tail are black. Note location of 004 under the wing. (via W.T. Larkins)



R4Y-1/C-131F	141003	c/n 286
11-7-55	Accepted	
11-21-55	VR-1 ("RP") NAS Patuxent River, MD	
2-5-58	Commander Antilles Defense Command	
	10th Naval District	
9-5-59	NAS Roosevelt Roads, Puerto Rico	
	Commander ("COMUSNAVSO-COM-15")	
	15th Naval District, Panama	
11-1-75	Naval Station	
	Roosevelt Roads, Puerto Rico	
5-14-81	MASDC Davis-Monthan AFB, AZ	
8-19-82	Stricken with 14,181 hours	



C-131F 141004 in a revised color scheme on 7-20-63 at NAS Alameda while assigned to VR-21. (Clay Jansson)



C-131F 141004 at NAS Alameda on 7-10-65 in the grey and white scheme with black trim, note location of VR-21 forward of horizontal tail. (Clay Jansson)



C-131F 141004 in Dec. 1965 while assigned to VR-30. (Fred Roos/Naval Fighters)

R4Y-1/C-131F	141004	c/n 287
11-11-55	Accepted	
11-16-55	VR-5 Detachment A	
	NAS North Island, CA	
3-1-57	VR-21 Detachment North Island	
	NAS North Island, CA	
8-1-60	VR-21 Detachment Alameda	
	NAS Alameda, CA	
1-23-65	VR-30	
	NAS Alameda, CA	
3-26-74	Naval Air Development Center	
	NAF Warminster RDT&E	
	NAF Warminster, PA	
7-22-81	MASDC	
	Davis-Monthan AFB, AZ	
10-22-81	Stricken with 22,328 hours	



C-131F 141004 at NAS Willow Grove in March of 1979, in the markings of the Naval Air Development Center. Note NADC is written on a black arrow painted on the tail. (Bob Stewart via Nick Williams)

C-131F 141004 on 5-17-81 with red trim added to the black NADC on the tail. (Don Linn via Nick Williams)





R4Y-1 141005 In June 1960, note da-glo is painted around the lettering. (R. Harrison Candid Aero Files)

R4Y-1/C-131F 141005 c/n 288

11-15-55 Accepted
 12-6-55 VR-1 ("RP")
 NAS Patuxent River, MD
 2-28-58 1st Naval District
 NAS Quonset Point, RI
 7-1-64 NAS Quonset Point, RI
 8-5-70 Naval Station ("Roosevelt Rds")
 Roosevelt Roads, Puerto Rico
 11-25-80 MASDC
 Davis-Monthan AFB, AZ
 8-19-82 Stricken with 15,151 hours



C-131F 141005 In Nov. 1965. (R. Esposito via Jansson)



R4Y-1/C-131F 141006 c/n 289

11-21-55 Accepted
 12-6-55 VR-1 ("RP")
 NAS Patuxent River, MD
 5-21-57 15th Naval District
 Naval Station Coco Solo, Canal Zone
 6-21-57 10th Naval District
 NAS Roosevelt Roads, Puerto Rico
 3-19-58 VR-1 ("RP")
 NAS Patuxent River, MD
 11-17-69 Headquarters Marine Corps Flight Section
 Andrews AFB, MD
 3-23-70 Headquarters Squadron
 Fleet Marine Force Atlantic
 NAS Norfolk, VA
 8-14-70 VR-1 ("JK")
 NAS Norfolk, VA
 2-28-74 NAS Bermuda, Bermuda
 7-26-81 MASDC
 Davis-Monthan AFB, AZ
 7-27-81 Stricken with 20,132 hours

C-131F 141006 with Bermuda on the tail in 1981 at MASDC. C131F 141007 of VR-21 on 7-20-63 with da-glo lower forward fuselage, outer wing panels and tail. (Clay Jansson)





C-131F 141007 of VR-30 in 1972. (via Burger)



R4Y-1/C-131F 141007 c/n 290

11-25-55 Accepted
 11-29-55 VR-5 Detachment A
 NAS North Island, CA
 6-20-57 VR-21 Detachment North Island ("RZ")
 NAS North Island, CA
 10-14-60 VR-21 Detachment Alameda ("RZ")
 NAS Alameda, CA
 6-2-66 VR-30 ("RW")
 NAS Alameda, CA
 4-18-74 Marine Air Reserve Training Detachment
 NAS Glenview, IL
 5-28-74 Marine Air Reserve Training Detachment
 NAS New Orleans, LA
 12-3-74 NAS New Orleans, LA
 5-2-75 Headquarters Marine Corps Flight Section
 Andrews AFB, MD
 3-15-76 Naval Air Reserve Unit Norfolk ("6R")
 NAS Norfolk, VA
 3-25-80 Naval Air Reserve Unit North Island
 NAS North Island, CA
 4-6-81 Naval Station
 Roosevelt Roads, Puerto Rico
 3-17-83 MASDC
 3-18-83 Davis-Monthan AFB, AZ
 Stricken with 23,934 hours

C-131F 141007 in 1975. (via Burger)



R4Y-1/C-131F 141008 c/n 291

11-30-55 Accepted
 12-6-55 VR-1 ("RP")
 NAS Patuxent River, MD
 1-3-74 NAF Sigonella, Sicily
 8-8-74 Naval Station
 Rota, Spain
 11-2-74 NAF Naples, Italy
 5-12-76 NAS Guantanamo Bay, Cuba
 1-7-81 NAS Bermuda, Bermuda
 To 9-1-84 with 21,918 hours

C-131F 141007 at NAS Alameda on 5-20-76 with bicentennial markings on the tail. Aircraft was assigned to the NARU Norfolk. (via Smalley)

C-131F 141009 of NAF Mildenhall, landing at Wiesbaden in Sept. 1973. (Peter Zastrow)





C-131F 141009 from NAS Guantanamo Bay, Cuba. Colors are grey and white with black trim and natural metal engine cowls. (John Vadas via Nick Williams)

R4Y-1 141010 of VR-21 in 1960 with da-glo lower forward fuselage, outer wing panels and tail. Note natural metal areas on vertical fin. (via W.T. Larkins)



R4Y-1/C-131F 141009 c/n 292

12-7-55	Accepted
12-12-55	VR-1 ("RP")
4-14-71	NAS Patuxent River, MD
	Commander-in-Chief
	U.S. Navy Europe
	NAF Mildenhall, Suffolk, England
8-5-71	VR-1 ("JK")
	NAS Norfolk, VA
4-6-73	Commander-in-Chief
	U.S. Navy Europe
	NAF Mildenhall, Suffolk, England
7-21-81	NAS Guantanamo Bay, Cuba
	To 9-1-84 with 22,579 hours



C-131F 141010 in two different VR-30 color schemes. On 10-28-66, above, with silver sides and wings and a grey belly. (Clay Jansson) Below in 1971 in grey and white scheme with black trim.

R4Y-1/C-131F 141010 c/n 293

12-7-55	Accepted
12-12-55	VR-1 ("RP")
5-13-57	NAS Patuxent River, MD
	Headquarters and Headquarters Squadron
	Air Fleet Marine Force Atlantic
	NAS Norfolk, VA
1-28-59	VR-1 ("JK")
	NAS Patuxent River, MD
7-21-60	VR-21 Detachment North Island ("RZ")
	NAS North Island, CA
8-1-60	VR-21 Detachment Alameda ("RZ")
	NAS Alameda, CA
6-27-67	VR-30 ("RW")
	NAS Alameda, CA
6-4-74	RDT&E China Lake
	NAF China Lake, CA
7-24-74	Naval Station
	Roosevelt Roads, Puerto Rico
2-18-76	NAS Guantanamo Bay, Cuba
4-15-78	NAS Bermuda, Bermuda
12-21-78	NAS Guantanamo Bay, Cuba
4-30-83	Stricken with 20,750 hours





C-131F 141011 at Long Beach, in Jan. 1964 while assigned to VR-1. Colors are natural metal and white with black trim and da-glo lower forward fuselage, outer wing panels and vertical tail. (Clay Jansson)



C-131F 141011 while assigned to NAF Naples in March 1972. Colors are natural metal and white with black trim and a grey belly. (L. Paul)



C-131F 141011 in 1978 in the grey and white scheme trimmed in black.



R4Y-1 141012 in 1962 in the colorful silver, da-glo and white scheme. (via W.T. Larkins)

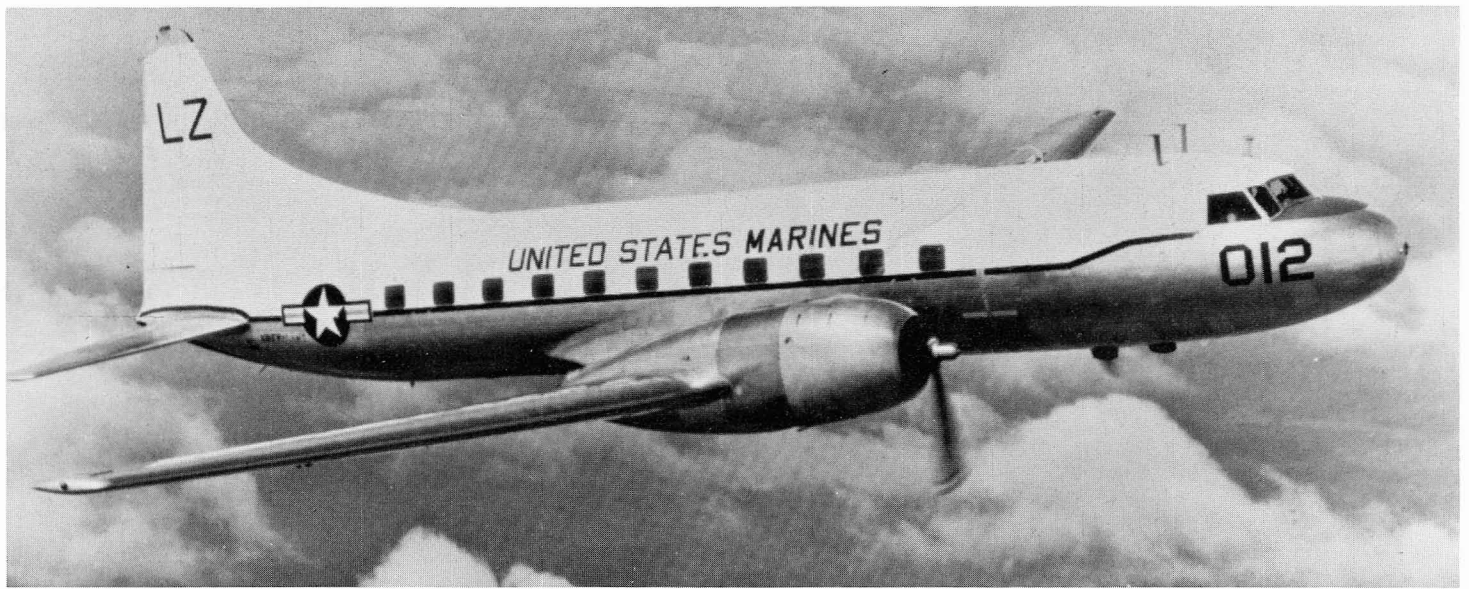


R4Y-1 141012 on 10-26-58 while assigned to NAS Memphis, Tn. (Swisher)

R4Y-1/C-131F	141011	c/n 294
12-16-55	Accepted	
1-19-56	FASRON 3	
	NAS Norfolk, VA	
8-26-58	FASRON 102	
	NAS Norfolk, VA	
6-21-60	5th Naval District	
	NAS Norfolk, VA	
5-20-61	NAF West Malling	
	Kent, England	
7-24-61	5th Naval District	
	NAS Norfolk, VA	
12-3-61	1st Naval District	
	NAS Quonset Point, RI	
2-13-62	Naval Air Reserve Training ("7V")	
	NAS Glenview, IL	
4-24-62	5th Naval District	
	NAS Norfolk, VA	
8-3-62	Headquarters Marine Corps Flight Section	
	NAF Andrews, MD	
10-17-62	5th Naval District	
	NAS Norfolk, VA	
8-14-63	NAF West Malling	
	Kent, England	
10-7-63	NAF Naples, Italy	
12-5-63	VR-1 ("JK")	
	NAS Patuxent River, MD	
10-26-64	NAF Naples, Italy	
4-26-65	NAS Norfolk, VA	
3-25-66	NAF Mildenhall	
	Kent, England	
6-27-66	NAF Naples, Italy	
10-24-66	NAS Quonset Point, RI	
1-23-67	VR-1 ("JK")	
	NAS Patuxent River, MD	
9-8-67	NAS Norfolk, VA	
3-22-68	VR-1 ("JK")	
	NAS Norfolk, VA	
10-4-68	NAF Mildenhall	
	Kent, England	
4-17-69	NAF Naples, Italy	
9-28-69	VR-1 ("JK")	
	NAS Norfolk, VA	
12-4-69	NAS Norfolk, VA	
8-24-70	VR-1 ("JK")	
	NAS Norfolk, VA	
3-19-71	Commander	
	15th Naval District, Panama	
5-16-71	VR-1 ("JK")	
	NAS Norfolk, VA	
11-12-71	NAF Naples, Italy	
2-28-76	NAF Mildenhall	
	Suffolk, England	
6-22-76	Headquarters	
	Commander Middle East Forces, Bahrain	
2-4-77	NAS Norfolk, VA	
5-23-77	NAS Guantanamo Bay, Cuba	
9-10-81	MASDC	
	Davis-Monthan AFB, AZ	
12-13-81	Stricken with 12,427 hours	

R4Y-1/C-131F 141012 c/n 295

12-16-55	Accepted
1-19-56	Headquarters and Headquarters Squadron
	("LZ") Air Fleet Marine Force Atlantic
	NAS Norfolk, VA
5-13-57	VR-1 ("RP")
	NAS Patuxent River, MD
8-29-58	NAS Memphis, TN
9-15-60	Naval Technical Training Center
	NAS Memphis, TN
12-5-60	NAS Memphis, TN
6-27-63	VR-21 Detachment Alameda ("RZ")
	NAS Alameda, CA
8-30-65	VR-30 ("RW")
	NAS Alameda, CA
8-27-74	MCAS El Toro, CA
9-26-75	Stricken with 15,873 hours



R4Y-1 141012 of the HQ FMFLANT in June 1956. (USMC) Below is 141012 while assigned to VR-30 in 1971. (Fred Roos/Naval Fighters)

R4Y-1/C-131F 141013 c/n 296

1-3-56 Accepted
 1-25-56 NAS Anacostia
 Washington, D.C.
 2-28-62 NAF Andrews, MD
 1-7-66 NAF Washington
 Washington, D.C.
 6-23-69 Department of the Navy
 NAF Washington
 Andrews AFB, MD
 9-1-78 Commander Reserve Tactical Supt Wing
 Detachment Washington
 Andrews AFB, MD
 3-6-81 MASDC
 Davis-Monthan AFB, AZ
 8-19-82 Stricken with 12,322 hours



C-131F 141013 awaits passengers at the Washington D.C. airport. Tail flash is da-glo red and a Dept. of the Navy insignia is on the tail. (R.F. Besecker)



R4Y-1 141013 in 1961 with blue engine cowls. Note that both doors are open. (via W.T. Larkins)





R4Y-1 141013 from NAS ANACOSTIA, WASHINGTON D.C., in a highly polished condition. Note location of WASH D.C. on the upper wing. (via Clay Jansson)

One of several Samaritans operated by NAS Anacostia, Washington, D.C., was R4Y-1 141014. Note the airplane's newly installed radar nose in this June 1959 photo. Note open cargo door and black nose and engine cowls. (Bob Gordon via Williams)



C-131F 141014 in April 1965 with WASHINGTON painted forward of the National Insignia. Note the standard da-glo scheme is in use. (K. Buchanan via Menard)

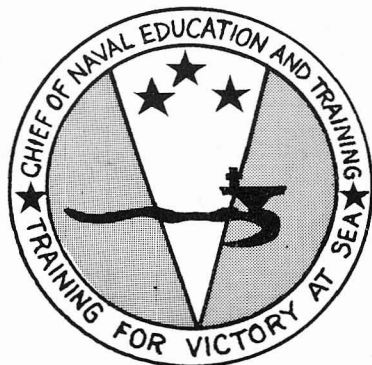


C-131F 141014 at NAS Anacostia with Dept. of the Navy insignia on the tail. (Fred Roos/Naval Fighters)

R4Y-1/C-131F 141014 c/n 297

1-12-56 Accepted
 1-25-56 NAS Anacostia
 Washington, D.C.
 2-28-62 NAF Andrews
 Andrews AFB, MD
 11-4-65 NAF Washington
 Washington, D.C.
 2-14-74 NAS Pensacola, FL ("F 614")
 12-10-77 Marine Air Reserve Training Detachment
 New Orleans, LA
 5-23-78 NAS Corpus Christi, TX
 6-28-79 NAS Pensacola, FL
 9-17-79 NAS Memphis, TN
 4-1-82 NAS Corpus Christi, TX
 1-28-83 NAS Memphis, TN
 11-21-83 NAS Memphis, TN
 Stricken with 16,127 hours

R4Y-1 141015 with Chief of Naval Training insignia and red flash on the vertical tail. (J.T. Wible via Menard)



C-131F 141015 at Sherman Field, on 5-23-67 while assigned to Admiral Heywood. Note the legend "HEYWAGON" painted above the nose gear. (Clay Jansson)



C-131F 141015 In 1974 with Chief of Naval Education & Training's insignia on the tail. (via Stoloff)

R4Y-1/C-131F 141015 c/n 298

1-18-56 Accepted
 1-25-56 Naval Aviation Basic Training Center
 NAS Pensacola, FL
 3-26-68 Chief of Naval Training
 NAS Pensacola, FL
 5-29-81 Chief of Naval Education and Training
 ("615") NAS Pensacola, FL
 Stricken with 15,925 hours
 To Naval Aviation Museum
 NAS Pensacola, FL

C-131F 141015 at the Naval Aviation Museum, NAS Pensacola, in 1983. Note the legend, Chief of Naval Education & Training which is painted aft of the wing. (via Stoloff)





R4Y-1 141016 in 1956 while assigned to NAS Glenview, Ill. Note blue engine cowls and absence of cheat line. (via W.T. Larkins)

R4Y-1/C-131F	141016	c/n 299
1-31-56	Accepted	
2-3-56	NRT TRS PL	
	NAS Glenview, IL	
1-31-60	Naval Air Reserve Training ("7V")	
	NAS Glenview, IL	
2-19-66	Commander Naval Air Reserve ("Silver Fowlcon"; "Greerabro")	
	NAS Glenview, IL	
7-26-73	NAS New Orleans, LA	
	To 9-1-84 with 20,057 hours	



R4Y-1 141016 in May 1957 with cheat line added as well as the 7V for NAS Glenview. Note the engine cowls have been returned to natural metal. (Clay Jansson)



R4Y-1 141016 assigned temporarily to the NARF Columbus, Ohio in 1959. (via W.T. Larkins)

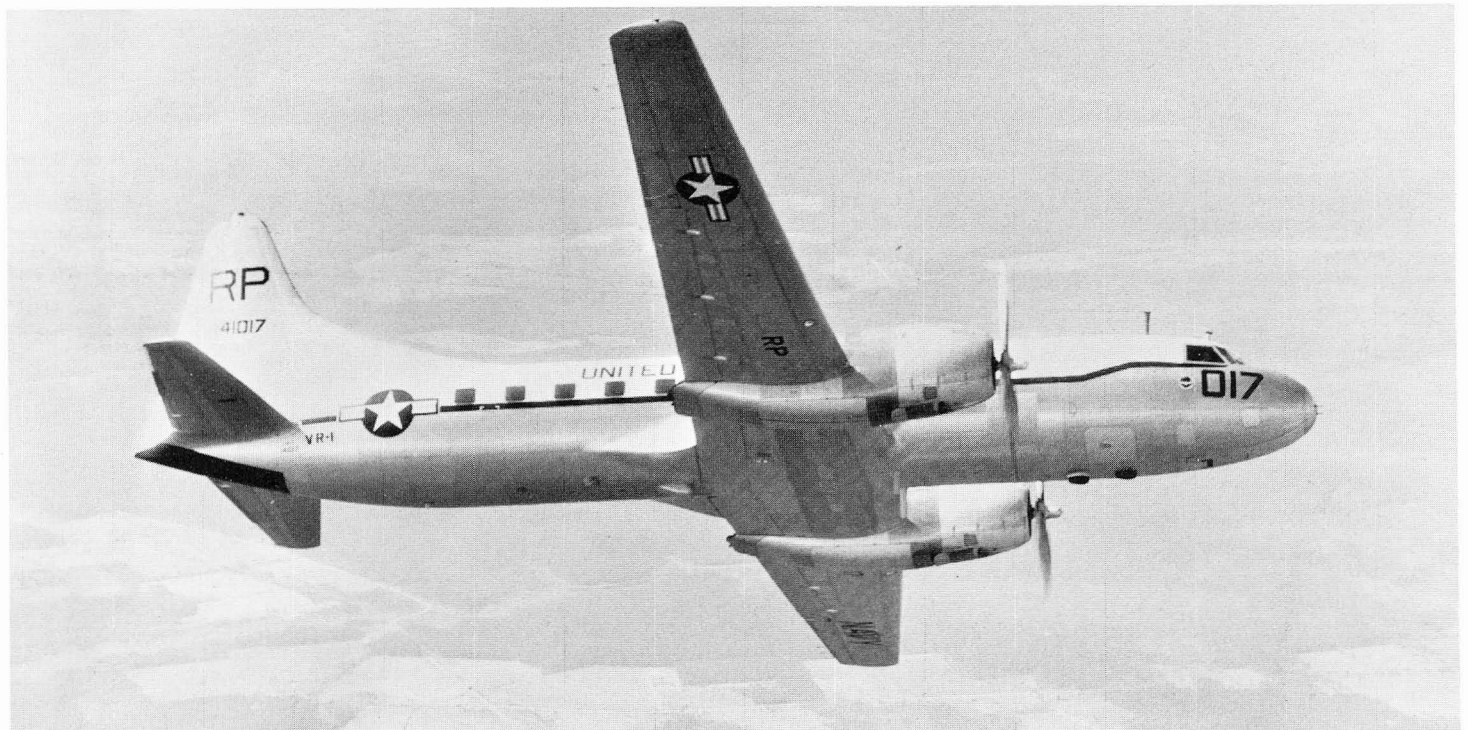


C-131F 141016 in 1964 with Naval Reserve Training Command insignia on the tail.



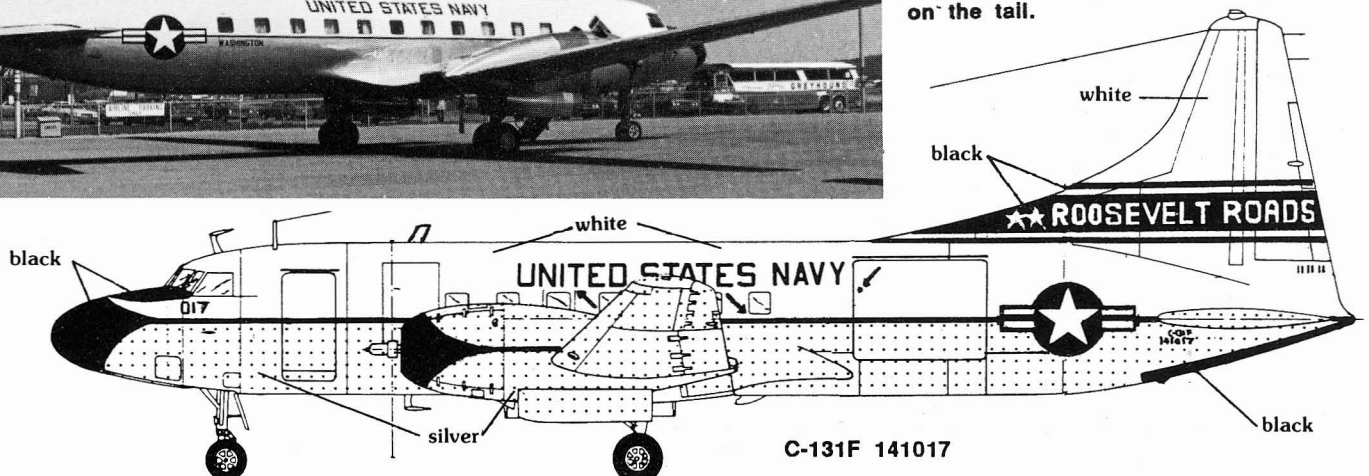
R4Y-1/C-131F 141017 c/n 300
 2-23-56 Accepted
 3-9-56 VR-1 ("RP")
 NAS Patuxent River, MD
 8-29-58 NAS Anacostia, D.C.
 2-28-62 NAF Andrews
 Andrews AFB, MD
 7-26-65 NAF Washington
 Washington, D.C.
 9-1-78 Commander Reserve Tactical Supt Wing
 Detachment Washington
 Andrews AFB, MD
 3-21-81 Naval Station ("Ciudad de Fajardo")
 Roosevelt Roads, Puerto Rico
 To 9-1-84 with 13,645 hours

C-131F 141016 assigned to the Commander Naval Air Reserve Force (COMMAVAIRESFOR). Note the three stars on the yellow fin tip stripe.



R4Y-1 141017 of VR-1 from NAS Patuxent River in 1956. Note squadron insignia behind the nose no. and the location of the wing-codes. (National Archives)

C-131F 141017 from HQ, Washington in 1972 with Dept. of the Navy insignia on the tail.





R4Y-1/C-131F 141018 c/n 301

3-14-56 Accepted
 3-20-56 FASRON 101
 NAS Quonset Point, RI
 3-21-56 FASRON 102
 NAS Norfolk, VA
 8-29-58 NAS Anacostia, D.C.
 1-15-59 FASRON 102
 NAS Norfolk, VA
 8-24-59 1st Naval District
 NAS Quonset Point, RI
 1-11-60 FASRON 102
 NAS Norfolk, VA
 3-23-60 NAS Anacostia, D.C.
 6-21-60 5th Naval District
 NAS Norfolk, VA
 7-1-64 Naval Air Force ("Zero One Eight")
 U.S. Atlantic Fleet
 NAS Norfolk, VA
 To 9-1-84 with 14,871 hours

C-131F 141018 at NAS Norfolk on 6-1-67. Colors are highly polished metal and white with black trim. Note "Naval Air Force Atlantic Fleet" written under the national insignia and "Zero One Eight" on the nose. (Clay Jansson)

R4Y-1/C-131F 141019 c/n 302

3-22-56 Accepted
 3-23-56 Headquarters Squadron
 Air Fleet Marine Force Pacific
 MCAS El Toro, CA
 9-15-57 Headquarters Marine Corps Flight Sect
 Anacostia, D.C.
 12-2-57 Headquarters and Headquarters Sqdn
 ("WZ") Air Fleet Marine Force Pacific
 MCAS El Toro, CA
 6-20-65 Headquarters Squadron
 MCAS Kaneohe, Hawaii
 7-1-65 MCAS El Toro, CA
 6-15-76 MASDC
 Davis-Monthan AFB, AZ
 5-29-78 Stricken with 13,329 hours

C-131F 141019 on 4-23-64 while assigned to the Fleet Marine Force, Pacific, at MCAS El Toro. Note extensive da-glo and the yellow rescue arrows on the fuselage. (USMC)



R4Y-1 141019 of AIR FMF PAC in 1958. Colors are natural metal and white, note United States Marines painted on the steps. (Clay Jansson)

R4Y-1/C-131F 141020 c/n 303

4-17-56 Accepted
 4-19-56 15th Naval District
 Naval Station Coco Solo, Canal Zone
 VR-1 ("RP")
 8-21-57 NAS Patuxent River, MD
 1-27-59 NAS Anacostia, D.C.
 3-13-59 Commander-in-Chief Allied Forces S
 Europe ("Cat Bird") NAF Naples, Italy
 10-22-76 NAF Sigonella, Sicily
 2-17-83 MASDC
 Davis-Monthan AFB, AZ
 With 12,106 hours



R4Y-1 141019 with da-glo and the radar nose added.



C-131F 141019 on 5-20-67 while assigned to MCAS El Toro. (Swisher)

C-131F 141019 on 4-18-74 with black trim added. (Clay Jansson)



VC-131F 141020 seen in Dec. 1972 in Germany while assigned to Commander in Chief Allied Forces Southern Europe. All trim is black, note four stars on the tail. (Klaus Mohr via Nick Williams)





R4Y-1 141021 in 1956 while assigned to NAS Memphis, Tn. (via W.T. Larkins)



R4Y-1 141021 in 1959 while assigned to Fasron 200 and used by the Commander in Chief Allied Forces Southern Europe. (via Burger)



C-131F 141021 of Fasron 200 in 1962, note da-glo red fin flash. (via Clay Jansson)



C-131F 141021 of Fasron 200 assigned to the Commander in Chief 6th. Fleet in 1969. (via Burger)



C-131F 141021 of Training Wing Six, NAS Pensacola on 5-1-82. (L.N. Paul via Nick Williams)

R4Y-1/C-131F	141021	c/n 304
4-23-56	Accepted	
4-25-56	NAS Memphis, TN	
8-28-57	NAS Anacostia, D.C.	
10-18-57	NAS Memphis, TN	
11-27-58	NAS Anacostia, D.C.	
1-8-59	Commander-in-Chief	
	Naval Forces Eastern Atlantic and Mediterranean	
	FASRON Special 200	
	Blackbushe, London, England	
12-31-60	NAF Kent, England	
2-28-61	NAF West Malling	
	Kent, England	
8-31-64	NAF Mildenhall	
	Kent, England	
10-14-68	VR-1 ("JK")	
	NAS Norfolk, VA	
4-8-69	NAF Mildenhall	
	Kent, England	
3-5-76	NAS Norfolk, VA	
3-19-76	Training Wing Six ("F 021/621")	
	NAS Pensacola, FL	
	5-2-84 NAS Pensacola, FL	
	Stricken with 12,950 hours	



R4Y-1 141022 in 1959 in the silver and white scheme. (B. Donato via Nick Williams)

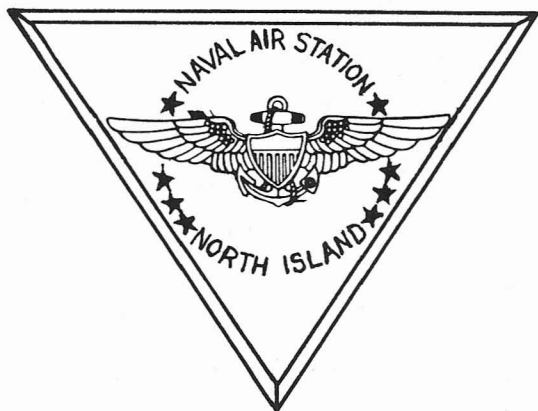
R4Y-1 141022 in 1961 with extensive da-glo added. (Convair)

R4Y-1/C-131F 141022 c/n 305

5-4-56	Accepted
5-7-56	11th Naval District
	NAS North Island, CA
7-1-64	NAS North Island, CA
1-22-69	VR-30 ("RW")
	NAS Alameda, CA
1-2-74	Marine Air Reserve Training Detachment
	NAS Glenview, IL
6-24-74	Marine Air Reserve Training Detachment
	NAS New Orleans, LA
6-29-74	NAF Washington
	Andrews AFB, MD
5-21-76	NAS Bermuda, Bermuda
8-16-76	NAS Glenview, IL
12-21-76	Naval Air Reserve Unit Washington, D.C.
	Andrews AFB, MD
10-1-79	NAF Washington ("7A")
	Andrews AFB, MD
6-30-80	USS Nassau (LHA-4) Norfolk, VA

C-131F 141022 on 5-2-64 with less da-glo on the forward fuselage and the nose and tail numbers surrounded by white. Note white rudder. (Jansson)

C-131F 141022 on 4-28-66 sans da-glo, nose is black. (Clay Jansson)



C-131F 141022 of VR-30 in 1970 in the grey and white scheme with black trim. (Jim Sullivan via Nick Williams)





C-131F 141022 of the 4th. Marine Air Wing in 1974. Colors are grey and white with black trim. (via L.N. Paul)



C-131F 141022 on 4-12-80 at Andrews AFB. (Stephen Miller via Nick Williams)

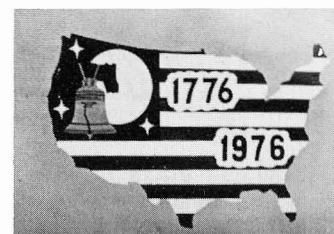


C-131F 141023 in 1976 in Bi-Centennial markings. (via Burger)

C-131F 141023 in 1978 with the flag added to the tail. (via Burger)

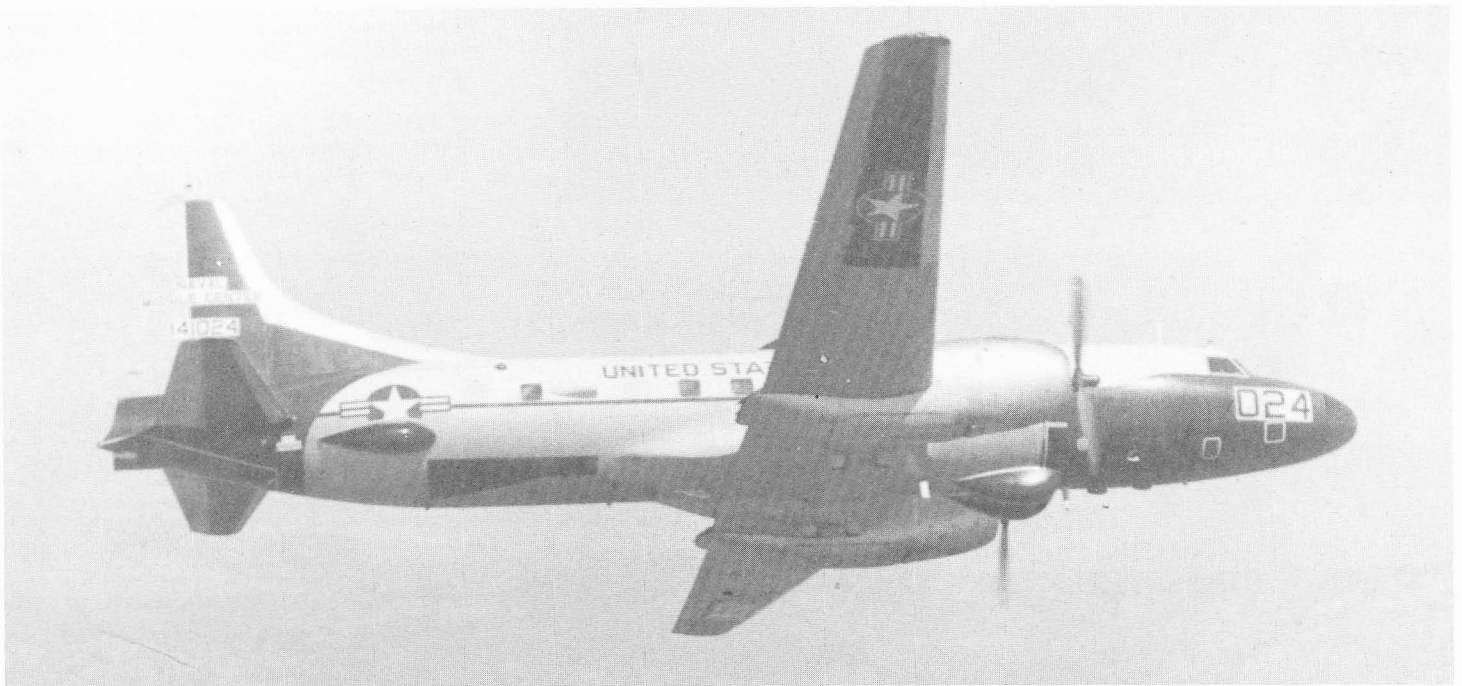


R4Y-1/C-131F 141023 c/n 306
 5-16-56 Accepted
 6-2-56 NAS Anacostia, D.C.
 1-7-57 VR-1 ("RP")
 NAS Patuxent River, MD
 9-1-66 Attack Squadron 76 (VA-76)
 Aboard USS Bon Homme Richard
 9-2-66 VR-1 ("JK")
 NAS Patuxent River, MD
 6-1-67 VR-1 ("JK")
 NAS Norfolk, VA
 7-1-73 NAF Mildenhall
 Suffolk, England
 10-24-81 NAF Sigonella, Sicily
 To 9-1-84 with 20,355 hours





C-131F 141023 of VR-1 on 7-15-72, note VR-1 insignia behind the cockpit window. (Don Spring-A.I.R.)



R4Y-1 141024 of the Naval Missile Center in 1961. Colors are silver, white and da-glo. (USN via Hal Andrews) Jan. 1961 ground photo of 141024 in a slightly different scheme, note white rudder. (Harry Gann via clay Jansson)



R4Y-1/C-131F	141024	c/n 307
5-16-56	Accepted	
6-4-56	Naval Air Missile Test Center R&D	
	Point Mugu, CA	
2-29-60	U.S. Naval Missile Center	
	("Countermeasures—Old Crows")	
	RDT&E, Point Mugu, CA	
5-24-66	R&T Point Mugu	-
	Point Mugu, CA	
4-25-75	Pacific Missile Test Center	
	Point Mugu, CA	
6-1-76	NAS Point Mugu, CA	
7-1-77	Pacific Missile Test Center & E	
	NAS Point Mugu, CA	
12-1-77	NAS Point Mugu (PMTTC), CA	
11-18-79	MASDC	
	Davis-Monthan AFB, AZ	
11-19-79	Stricken with 6,153 hours	



R4Y-1 141024 in the extensive da-glo markings, note the white areas behind the numbers and letters on the da-glo. (Harry Gann via Jansson)



C-131F (EC-131F) 141024 on 10-18-64 with less da-glo on the nose and grey replacing the silver on the fuselage. (Swisher)

C-131F (EC-131F) 141024 in 1965, note the nose no. has been changed to 28. (via W.T. Larkins)



C-131F (EC-131F) 141024 on 4-16-77, without the da-glo. The tail stripe is medium blue. (Clay Jansson)





R4Y-1 141025 assigned to the NATC, Weapons Systems Test, Electronic Test Laboratory. The wide fuselage cheat line is blue bordered in red with a stylized "ET" painted over the cabin door. Stylized "W" on the tail is da-glo bordered by blue. (via Clay Jansson)



C-131F 141025 with da-glo lower forward fuselage, outer wing panels and tail with a red stylized "W" in 1963. (via W.T. Larkins)

C-131F 141025 on 8-15-64 with radar nose added and the da-glo removed. (Stephen Miller via Nick Williams)

R4Y-1/C-131F 141025 c/n 308

5-18-56	Accepted
6-25-56	O&R Bureau of Aeronautics FA
	NAS Corpus Christi, TX
11-8-56	NATC Research and Development
	NAS Patuxent River, MD
7-1-64	NATC Weapons System Test ("NATC W")
	NAS Patuxent River, MD
7-24-68	Research and Test China Lake
	Naval Weapons Center, China Lake, CA
11-13-68	NATC Weapons System Test
	NAS Patuxent River, MD
9-2-69	Chief of Naval Technical Training
	("4M"; "Techliner")
	NAS Memphis, TN
12-7-73	Chief of Naval Air Training ("D 201")
	NAS Corpus Christi, TX
	9-18-84 MASDC, Davis-Monthan AFB
	Tucson, AZ, with 13,685 hours

C-131F 141025 on 12-21-78 while assigned to the Chief of Naval Air Training, NAS Corpus Christi, Texas. Colors are grey and white with black trim and CNATRA written on the tail. (L.S. Smalley)





R4Y-1 141026 of VR-1 in July 1959, note open cargo door and prop tips are painted red-white-blue.



C-131F 141026 of VR-1 in 1969, note squadron insignia behind cockpit window. (Harry Gann via Clay Jansson)



R4Y-1/C-131F	141026	c/n 309
6-1-56	Accepted	
7-31-56	O&R Bureau of Aeronautics FA	
	NAS Corpus Christi, TX	
2-2-57	VR-1 ("RP")	
	NAS Patuxent River, MD	
3-28-67	VR-1 ("JK")	
	NAS Norfolk, VA.	
4-8-69	NAS Quonset Point, RI	
8-5-69	VR-1 ("JK")	
	NAS Norfolk, VA	
9-6-74	NAS Bermuda, Bermuda	
5-13-75	MASDC, Davis-Monthan AFB, AZ	
5-29-78	Stricken with 15,784 hours	
4-2-80	Registered N5594M, Leroy W. Richards	
1-20-81	Time Aviation Services, Inc.	

C-131F 141027 of NAF Andrews Washington D.C. in the 1963 silver, white and da-glo color scheme with black trim. (R. Esposito via Clay Jansson)

C-131F 141026 at MASDC in 1980. Colors are grey and white with black trim.



R4Y-1/C-131F 141027 c/n 310

6-21-56 Accepted
 7-13-56 O&R Bureau of Aeronautics FA
 NAS Corpus Christi, TX
 3-12-57 VR-1 ("RP")
 NAS Patuxent River, MD
 3-3-61 NAS Anacostia, D.C.
 2-28-62 NAF Andrews, MD
 1-27-67 NAF Washington, D.C.
 6-27-69 Headquarters, Cdr Middle East Forces
 Dhahran AFB, Saudi Arabia
 10-18-72 Headquarters, Cdr Middle East Forces
 Bahrain
 10-1-77 Administrative Support Unit Bahrain
 Bahrain
 6-2-80 NAF Sigonella, Sicily
 6-24-80 Stricken with 12,569 hours



C-131F 141027 in a slight variation of the previous color scheme. (J.Wible)

R4Y-1/C-131F 141028 c/n 311

5-10-56 Manufactured
 6-27-56 Accepted
 9-6-56 Bureau of Aeronautics Representative R&D
 NAS Dallas, TX
 4-2-59 U.S. Naval Missile Center R&D
 Point Mugu, CA
 4-6-59 Naval Air Development Center
 Johnsville, PA
 11-30-62 NAS Johnsville, PA
 8-31-63 NAF Johnsville, PA
 9-19-63 Research, Development, Test and Eval.
 NAF China Lake, CA
 7-16-66 R&T China Lake, CA
 12-1-77 Naval Weapons Center, China Lake, CA
 7-27-82 MASDC, Davis-Monthan AFB, AZ
 7-28-82 Stricken with 10,504 hours



C-131F 141027 with the Dept. of Navy insignia on the tail at Andrews AFB on 6-2-67. (Clay Jansson)



R4Y-1 141028 on 5-20-61 from the Naval Air Development Center ,NAS Johnsville, Pa. (R.F. Besecker) 141028 on 3-26-64 at Long Beach, Ca. (Clay Jansson)





C-131F 141028 in silver, white and black trim on 8-10-77. (via L.S. Smalley)

R4Y-2/C-131G	145962	c/n 481
11-11-57	Manufactured	
12-30-57	Accepted	
1-7-58	Headquarters Marine Corps Flight Section	
	Anacostia, D.C.	
2-6-78	Marine Aircraft Support Detachment	
	Hq Marine Corps, Andrews, AFB, MD	
10-21-81	NAF Sigonella, Sicily	
	To 9-1-84 with 13,432 hours	



R4Y-2 145962 on 6-29-60, note slanted da-glo nose design. (Clay Jansson)

C-131G 145962 from HQ USMC in 1963. Note da-glo vertical fin design. (R. Esposito via Clay Jansson)



C-131G 145962 in 1966 with special USMC insignia on tail, drawing at right. (R. Esposito via Clay Jansson) 145962 on 4-7-79 with standard USMC insignia on the tail. (Robert F. Dorr via Nick Williams)





R4Y-2/C-131G 145963 c/n 482

11-14-57	Manufactured
12-30-57	Accepted
1-8-58	Department of the Navy
	NAS Anacostia, Washington, D.C.
10-1-58	NAF Naples, Italy
3-4-59	Department of the Navy
	NAS Anacostia, Washington, D.C.
2-28-62	Department of the Navy
	NAF Andrews, Washington, D.C.
8-5-67	NAF Washington, D.C.
7-21-72	Marine Air Reserve Training Detachment
	NAS Glenview, IL
6-27-74	Marine Air Reserve Training Detachment
	NAS New Orleans, LA
10-31-78	NAS New Orleans, LA
9-27-79	Naval Air Reserve Unit, Norfolk, VA
3-24-81	NAS Pensacola, FL
	4-18-84 NAS Memphis, TN
	To 9-1-84 with 11,962 hours



T-29B/T-29C Flying Classrooms

In January 1963, 10 ex-U.S. Air Force Convair T-29B "Flying Classrooms" were accepted by the Navy and transferred to Training Squadron 29 (VT-29) at NAS Corpus Christi, Texas. VT-29 had been commissioned in May 1960 when Advanced Training Unit 501 was disestablished, beginning operations with four R4D-7 and seven R4D-8 Skytrains. The squadron's mission was to provide airborne navigation instruction to student naval flight officer and naval aviators.

The unit's "new" T-29Bs featured



C-131G 145963 in 1967 at NAF Washington D.C. (Fred Roos/Naval Fighters)



C-131G 145963 assigned to the Marine Air Reserve. (Naval Fighters)



C-131G 145963 in 1972, note USMC insignia aft of the cockpit window. (via Burger) T-29B 513802 of VT-29 on 5-10-68, notice the wing codes. (USN via Hal Andrews)





individual working desks for 14 students, extra sextant mounts, drift meters and flight instruments, four astrodomes, and a large belly-mounted radome. Most of the Navy T-29s were given da-glo noses, wingtips, and bands around the rear fuselage. VT-29's original "3C" tail code was changed in 1975 to a single letter "D" code, denoting NAS Corpus Christi's Training Wing Four.

In November 1975, VT-29 received the first of three ex-USAF T-29Cs supplement its aging T-29Bs, many of which had been retired. The T-29Cs

had been in storage at Davis-Monthan AFB, Arizona, when they were flown to the Naval Air Rework Facility at NAS Pensacola, Florida, for reconditioning. It appears that five additional T-29Cs were accepted into the Navy inventory at this time, but retained at Davis-Monthan for use as spares aircraft. The last of VT-29's T-29Cs was retired in November 1976, the squadron itself being disestablished on the last day of that year as the Air Force was assigned all navigation training of naval aviators.

Two views of T-29B 513802 in 1966. Colors are silver and white with red da-glo nose and tail stripe and a flat black radome. (via Clay Jansson)

T-29B	513802	c/n 230
1-29-63	Accepted	
1-29-63	VT-29 ("3C 28")	
	NAS Corpus Christi, TX	
5-22-75	MASDC, Davis-Monthan AFB, AZ	
5-23-75	Stricken with 13,777 hours	
T-29B	515117	c/n 248
1-29-63	Accepted	
1-29-63	VT-29 ("3C 22")	
	NAS Corpus Christi, TX	
2-2-76	MASDC, Davis-Monthan AFB, AZ	
6-29-76	Stricken with 14,066 hours	
T-29B	515124	c/n 255
8-25-52	Delivered to USAF	
1-29-63	Accepted by USN	
1-29-63	VT-29	
	NAS Corpus Christi, TX	
1-23-75	MASDC, Davis-Monthan AFB, AZ	
1-24-75	Stricken with 14,913 hours	
2-16-77	Sold as N99383	
T-29B	515129	c/n 260
1-29-63	Accepted	
1-29-63	VT-29	
	NAS Corpus Christi, TX	
2-25-75	MASDC, Davis-Monthan AFB, AZ	
2-26-75	Stricken with 12,099 hours	



T-29B 515117 of VT-29 at MASDC in 1981 with the newer "D" tail code.



T-29B 515145 of VT-29, note extensive antennae treatment. (Naval Fighters)



T-29B 515165 on 9-17-66. (via Clay Jansson)

T-29B 515145 c/n 276
 1-29-63 Accepted
 1-29-63 VT-29 ("3C 25"; "D 25")
 NAS Corpus Christi, TX
 10-15-75 MASDC, Davis-Monthan AFB, AZ
 6-29-76 Stricken with 12,630 hours

T-29B 515165 c/n 296
 1-29-63 Accepted
 1-29-63 VT-29 ("3C 23"; "D 23"; "D 53")
 NAS Corpus Christi, TX
 10-20-76 MASDC, Davis-Monthan AFB, AZ
 9-9-77 Stricken with 12,730 hours

T-29B 515166 c/n 297
 1-29-63 Accepted
 1-29-63 VT-29 ("D 54")
 NAS Corpus Christi, TX
 3-16-76 MASDC, Davis-Monthan AFB, AZ
 6-29-76 Stricken with 14,879 hours



T-29B 517906 with a red Marlin painted on the tail and the word Aguila painted behind the cockpit on 8-26-67. (Swisher)



517906 as seen in 1976 with the "D" tail code. (via Burger)

T-29B 517895 c/n 307
 1-29-63 Accepted
 1-29-63 VT-29
 NAS Corpus Christi, TX
 10-10-75 Stricken with 13,259 hours

T-29B 517906 c/n 318
 1-29-63 Accepted
 1-29-63 VT-29 ("3C 21"; "D 21")
 NAS Corpus Christi, TX
 4-17-76 MASDC, Davis-Monthan AFB, AZ
 6-29-76 Stricken with 14,704 hours



**T-29B 517908 in Oct 1975 at MASDC.
(T Lawmaker via Nick Williams)**

T-29B	517908	c/n 320
1-29-63	Accepted	
1-29-63	VT-29 ("D 27")	
	NAS Corpus Christi, TX	
7-15-75	MASDC, Davis-Monthan AFB, AZ	
7-16-75	Stricken with 15,387 hours	

T-29C	521118	c/n 357
2-14-75	MASDC, Davis-Monthan AFB, AZ	
12-8-75	Naval Air Rework Fac, NAS Pensacola	
1-23-76	VT-29	
	NAS Corpus Christi, TX	
11-22-76	MASDC, Davis-Monthan AFB, AZ	
8-16-77	Stricken with 15,172 hours	



T-29C 521119 c/n 358
 2-28-75 MASDC, Davis-Monthan AFB, AZ
 7-22-75 Naval Air Rework Fac, NAS Pensacola
 11-4-75 VT-29 ("D 56")
 NAS Corpus Christi, TX
 11-22-76 MASDC, Davis-Monthan AFB, AZ
 8-16-77 Stricken with 759 hours

T-29C 521160 c/n 399
 2-28-75 MASDC, Davis-Monthan AFB, AZ
 8-16-77 Stricken

T-29C 521162 c/n 401
 2-14-75 MASDC, Davis-Monthan AFB, AZ
 8-16-77 Stricken

T-29C 521167 c/n 406
 2-28-75 MASDC, Davis-Monthan AFB, AZ
 10-23-75 Naval Air Rework Facility, NAS Pensacola, FL
 12-10-75 VT-29
 NAS Corpus Christi, TX
 11-30-76 MASDC, Davis-Monthan AFB, AZ
 9-9-77 Stricken with 16,370 hours

T-29C 521175 c/n 414
 2-14-75 MASDC, Davis-Monthan AFB, AZ
 8-16-77 Stricken

T-29C 533461 c/n 415
 2-28-75 MASDC, Davis-Monthan AFB, AZ
 8-16-77 Stricken

T-29B 517895 with grey added to the lower portion of the fuselage. (Fred Roos/ Naval Fighters)

T-29C 533477 c/n 431
 2-14-75 MASDC, Davis-Monthan AFB, AZ
 8-16-77 Stricken

T-29B 521118 of VT-29 on 5-1-76 (via Clay Jansson)



C-131H Turbo-Liners

The last three convairs to enter the Navy inventory had interesting careers with the U.S. Air Force prior to their transfer. VC-131Ds 54-2815 and 54-2817 had been two of only three of this model (Convair 340-67) which were manufactured in 1954, while C-131D 55-299 had been manufactured and delivered to the Air Force in 1956. Between October 1965 and September 1966, these aircraft were converted to Allison turboprop (T56) powered VC-131Hs (Convair 580) at PacAero's Burbank, California, conversion line. The airplanes were used by President Lyndon Johnson mainly on trips between Washington, D.C., and his ranch in Texas. After Johnson left office early in 1969, the Convairs were reassigned to the District of Columbia National Guard.



The Navy officially accepted the aircraft (redesignated as C-131H) in May 1979, although they had been used for transition training as early as the previous November. All three were assigned to VR-52 Detachment Washington, a reserve squadron flying out of Andrews AFB. On October 1, 1980, this unit was redesignated as Fleet Logistic Support Squadron 48 (VR-48) at NAF Washington, D.C., flying C-131Hs throughout the continental United States an average of 200 hours a month as part of the Reserve Tactical Support Wing. VR-48 operates under the "Total Force" concept whereby it



C-131H 550299 with the blue and gold fuselage and tail stripes. (B. Tourville)

is fully integrated into the daily fleet operations.

Although the Navy has dropped the VIP designation for these aircraft, their presidential interiors have remained unaltered. A portion of each cabin still boasts couches, seats with tables, and two oversize swivel seats which were used by President and Mrs. Johnson. Even so, the squadron's mission as a medium-range transport unit is to carry any Navy personnel, occasionally as far

as to the West Coast. Although the C-131Hs are the last of their type in the military, with two exceeding 30 years of total service each, the Convairs are reportedly expected to remain active until the year 2000!

On November 15, 1985, VC-131H 542817 crashed near Dothan, Alabama, the airplane had just had a complete overhaul, and was on a "maintenance flight" when it crashed, killing its two pilots and a flight engineer, all members of VR-48.



C-131H 550299 of VR-48 on 4-24-82. (Don Linn) On the ramp at Andrews AFB with VR-48s "JR" tail code on 3-5-83. (Don Linn via Nick Williams)

C-131H	550299	c/n 326
4-5-56	Manufactured as C-131D	
6-56	Delivered to USAF	
10-25-65	Converted to VC-131H	
5-31-79	Accepted USN	
5-31-79	VR-52 Detachment Washington	
	Andrews AFB, Washington, D.C.	
	VR-48	
2-1-81	Andrews AFB, Washington, D.C.	
	To 9-1-84 with 18,779 hours	





C-131H 542815 of VR-48 in Air Force colors. (Don Linn via Nick Williams)

NAVY

C-131H	542815	c/n 217
9-20-54	Manufactured as C-131D	
	Converted to VC-131D	
12-20-54	Delivered to USAF	
2-4-66	Converted to VC-131H	
5-31-79	Accepted USN	
5-31-79	VR-52 Detachment Washington	
	Andrews AFB, Washington, D.C.	
2-1-81	VR-48	
	Andrews AFB, Washington, D.C.	
	To 9-1-84 with 19,323 hours	

C-131H 542815 being boarded prior to a flight, note blue and gold cheat line and tail stripes. (USN)



C-131H 542815 of VR-48 in 1984. (USN via Bob Scott)





C-131H 542815 shortly after the transfer from the USAF on 3-17-79. Cheat line and tail markings are blue and gold and the lower forward fuselage is blue. Prop spinner and engine cowl front are grey. (Robert F. Dorr via Nick Williams)

C-131H	542817	c/n 221
10-7-54	Manufactured as C-131D	
?	Converted to VC-131D	
1-11-55	Delivered to USAF	
9-15-66	Converted to VC-131H	
5-31-79	Accepted USN	
5-31-79	VR-52 Detachment Washington	
	Andrews AFB, Washington, D.C.	
	VR-48	
2-1-81	Andrews AFB, Washington, D.C.	
	To 9-1-84 with 20,062 hours	



C-131H 542817 of VR-48 at Andrews AFB in April of 1981. Colors as above. (Jim Burrige)

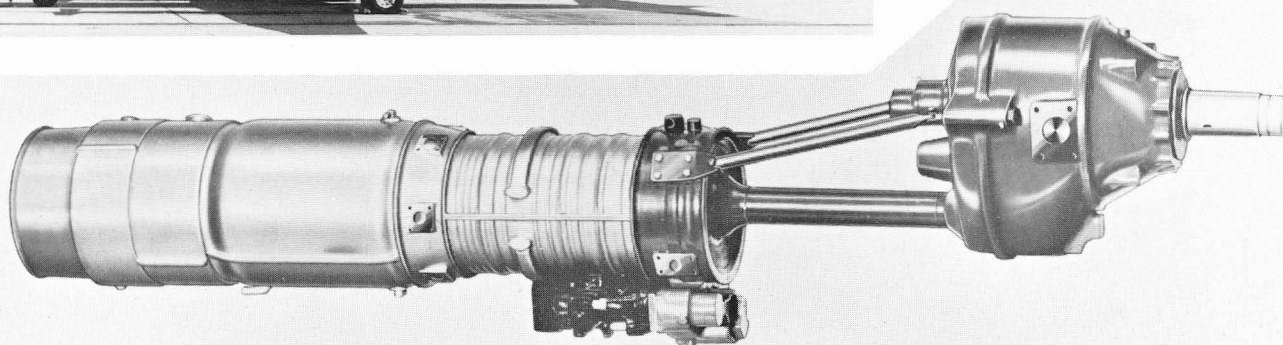


C-131H 542817 touching down at Andrews AFB in Sept. 1981. Colors are grey and white with black trim and natural metal engine cowls. (Bob Stewart via Nick Williams)



C-131H 542817 of VR-48 on 3-5-83 with the squadron code JR added to the tail. (Don Linn via Nick Williams)

YT-56 turboprop



THE UNITED STATES COAST GUARD

In the mid 1970s the USCG found itself between the proverbial "rock and a hardspot". A decision had been made and a contract was signed for the aging HU-16 Albatross replacement. That replacement would be the HU-25 Falcon Jet. The problem was that the HU-16 fleet would not last until the arrival of the HU-25. After analyzing all the available choices, the USAF C-131A was chosen. The C-131As were overhauled and converted by Hayes Ind. of Birmingham, Ala. before reporting to their assigned east coast duty stations.

The HC-131As mission was that of medium range search and rescue, and law enforcement. In this role the HC-131A operated from mid 1976 till 1983 when the last "Samaritan" was returned to the USAF. 22 aircraft were procured; 5781/5796, 5798/5801 and 5805/5806. Five aircraft were kept at MASDC for spares, these were; 5781, 5791, 5796, 5798, and 5805.



HC-131A 5786 assigned to Bates Field Mobile, Ala. in July 1981. Standard Coast Guard colors are white with red-orange fuselage and tail stripes and a thinner blue stripe behind the red-orange one on the forward fuselage. (Bob Stollof)

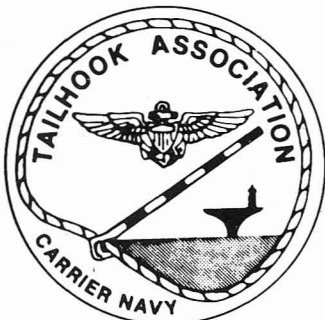


Miami based HC-131A 5785 in 1978. (Bob Stollof)



HC-131A 5794 at the Pueblo Historical Museum in Oct. 1986 (William Feder Sr.)

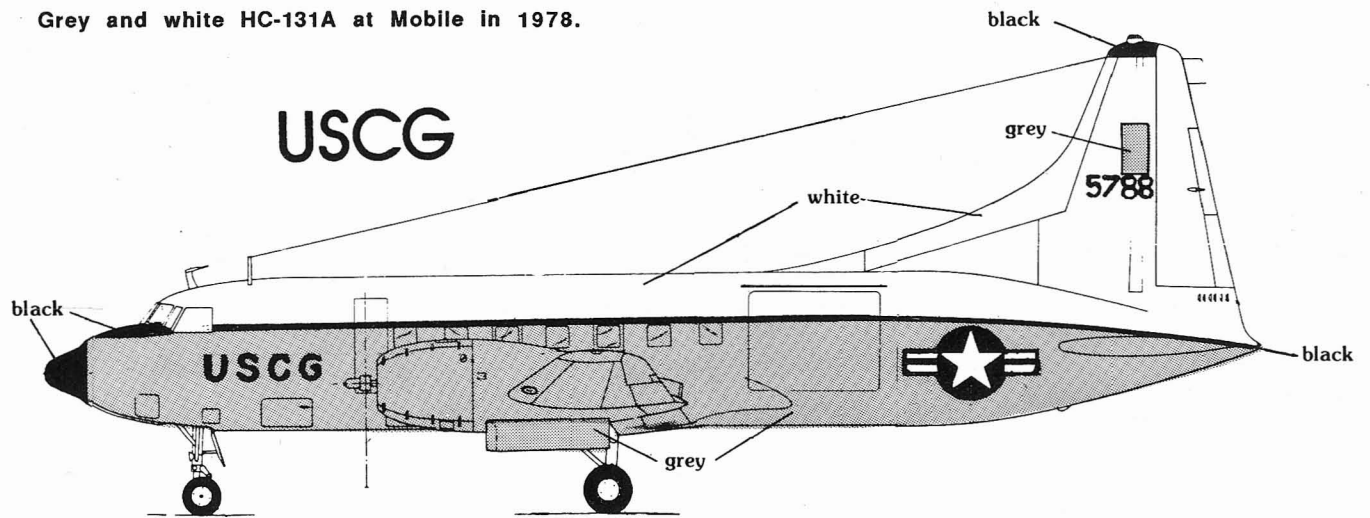
HC-131A 5790 at NAS Pensacola, Fla. in 1985. Overall white. (via Burger)



Tailhook Association
Box 40
Bonita, CA 92002



Grey and white HC-131A at Mobile in 1978.



Elizabeth City based HC-131A 5789 in its grey and white scheme on 8-3-78. (E.L. Zorn via Nick Williams) Miami based HC-131A 5782 in 1980. (via Burger)



CANADAIR CL-66 AND CC-109 COSMOPOLITAN

In the late 1950s the Royal Canadian Air Force was in the market for a twin-turboprop transport to fulfill their medium transport, communications and VIP needs. Canadair was able to fulfill this need by obtaining the Convair CV-440 jigs and tooling and constructing a British Napier powered CV-440 designated CV-540 by Convair and CL-66 by Canadair.

The development of the CV-540 was initiated by the engine manufacturer D. Napier and Son of Great Britain. Napier acquired 340-42C, construction number 153, in November of 1954 and installed two 3,000 hp. Napier N.E.I. turboprop engines in place of the standard Wasp engines. The engine swap required a minimum of modification to the airframe, as Napier was able to fair the new engine cowl into the existing nacelle at the firewall. The only other modifications needed were those necessary to accommodate the Eland engine's tailpipe.

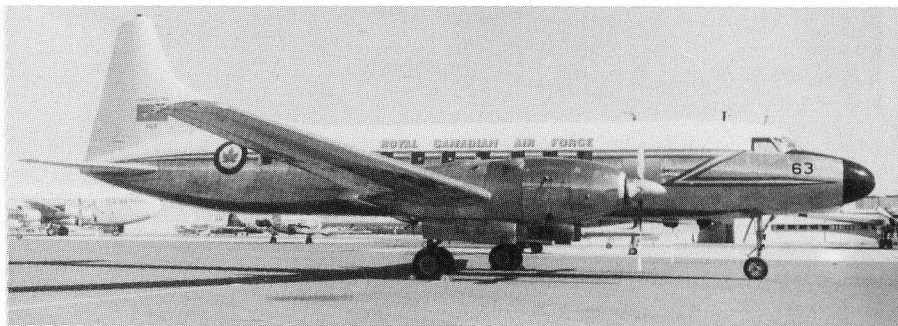
The prototype's first flight took place on February 4, 1956 and after development testing was completed in England. The prototype was sent to the United States for certification in 1957. The certification tests were conducted by Pac Aero Engineering Corporation of Santa Monica, Calif. The engines fitted for certification were the uprated N.E.I.6 Eland 504 engines rated at 3,412 hp. for take-off and 2,835 hp. at cruise. Certification type certificate NO.SA4-582 was issued on August 22, 1958 and was dubbed Napier Eland Convair 340/440 Mark 1.



Prototype Convair 540 on a test flight over England. (Napier)



CL-66 (CV-540) 11158 at Burbank in 1967 prior to conversion, note electronics hump on top of fuselage and black fin tip. (B. Donato via Clay Jansson)



CL-66 (CV-540s) 11163 and 11154 at Las Vegas on 9-21-62. Colors are highly polished natural metal and white with RCAF being red bordered by black, note Canadian flag and COSMOPOLITAN painted on the tail. (D. Olson via Clay Jansson)



COSMOPOLITAN

Another Convair-Liner, a 440-62 was also converted and received Type Certificate NO. SA4-689 on December 19, 1958. This aircraft was called a Mark 11 and differed in that American installation components were used. These were also known as Eland Convairs, Convair 540s and Cosmopolitans.

Further conversions were done by Air Research Aviation in Los Angeles and Canadair started conversion of three unsold 440 airframes, construction numbers 454, 462 and 472 in 1959 and 1960.

The Canadair aircraft were called CL-66C by Canadair, but were also marketed as the Model 540. After selling two of the CL-66s to Quebecair, Canadair was unable to sell any new airplanes. It was at this point that the Royal Canadian Air Force saved the program by ordering ten CL-66B aircraft. The first Canadian Air Force CL-66B redesignated CC-109 by the military flew for the first time on January 7, 1960. The aircraft were given Canadair serial numbers one through ten and RCAF numbers 11151 through 11160. The last of 1,086 Convair-Liners, RCAF CC-109 11160 was delivered on March 3, 1961.

One year later Napier was taken over by Rolls-Royce and engine construction stopped. The Quebecair aircraft and the demonstrator were acquired by the RCAF and flown till 1966 when the three Convair-Built airframes were sold and the eight CC-109s were flown to Burbank Calif. for Allison engine conversions by Pac Aero. The engines used for the conversion were the Allison 501-D36s coupled with Hamilton Standard 54H60-91/A7111C-2 propellers.

After conversion at Burbank the Cosmopolitans were essentially Convair Model 580s, but retained their CC-109 designation. Most of the "Cosmos" have been utilized by No.412 Squadron at Trenton and Uplands where they are used for VIP and utility transport work. One aircraft was used by Canadian Forces in Europe at Lahr. This aircraft was replaced by two DHC-7s in 1979. Today, seven CC-109s are assigned to NO 412 squadron and are frequently detached for use by No. 426 Training Squadron at Trenton or on temporary duty at Winnipeg. Another "Cosmo" is based in the United States for use by the Deputy Commander of NORAD.



The conversion process at Burbank in 1966-67. Top to bottom; 11161, 11162, 11159, 11151 and 11160 turning-up for a test hop. (B. Donato via Clay Jansson)





CC-109 11152 at Burbank in Dec. 1966 after conversion to Allison power. The fuselage stripe is white and red with black borders. Note the black wording AIR TRANSPORT COMMAND. (B. Donato via Clay Jansson)

CC-109 109157 landing at McGuire AFB on 8-17-85 in the current grey and white color scheme, note CANADA has replaced ROYAL CANADIAN AIR FORCE on the fuselage and the addition of ARMED FORCES and FORCES ARMEES on the aft fuselage. (G. Lebaron via M. Isham)

MILITARY USERS OTHER THAN THE UNITED STATES AND CANADA

Paraguay used four Convairst in their Transporte A'ero Militar, they were:

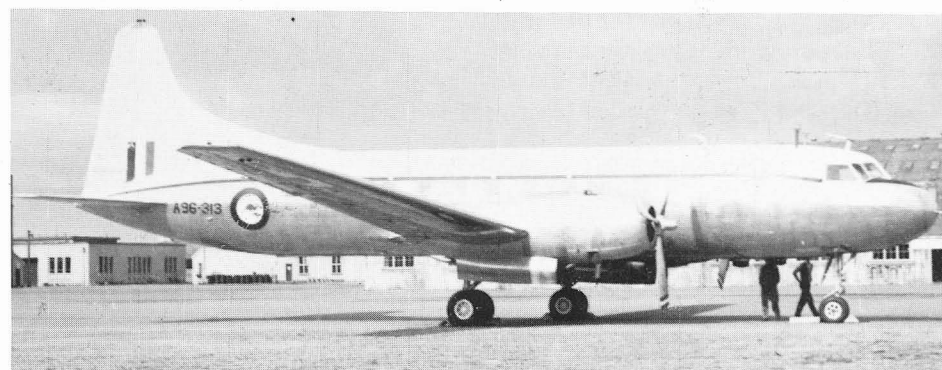
SERIAL	C/N	MODEL	EX
ZP-CDN	50	240-6	LV-ADN
Carlos Antonio Lopez			
ZP-CDO	62	240-6	LV-ADO
General Bernardino Caballero			
ZP-CDP	72	240-6	LV-ADP
Jose Gaspar Rodriguez De Franco			
T-93	321	440-79	55-294
Carlos Antonio Lopez			

Saudi Arabia operated one model 340-68B, c/n 197, SA-R-5 from 1954 to 1964.

The Royal Australian Air Force operated two model 440 aircraft. The one shown here is from the 34th VIP flight in 1958, A96-313 (c/n 313), model 440-78 and A96-353 (c/n 353). The two aircraft were natural metal with a dark blue cheat line separating the upper white fuselage and vertical fin. A96-313 was operated from 30 Apr. 1956 to Sept. 1968 and A96-353 from 20 Nov. 1956 to Sept. 1968.

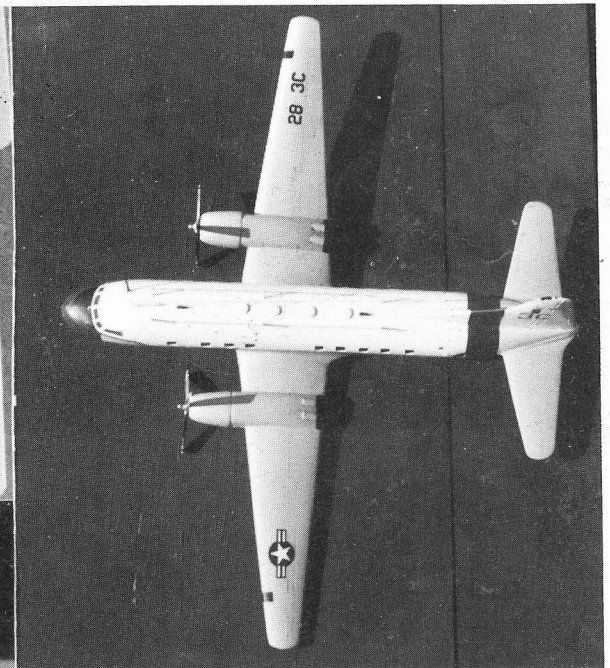
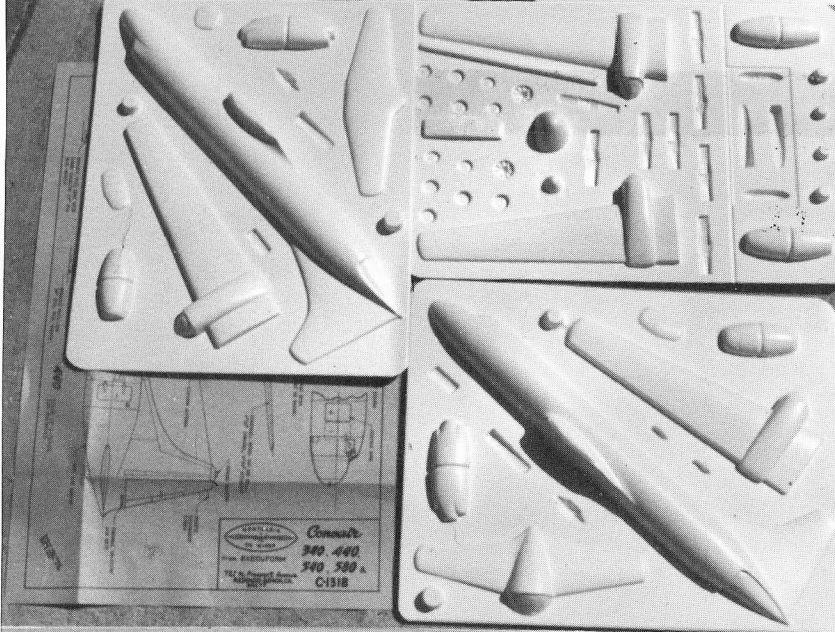
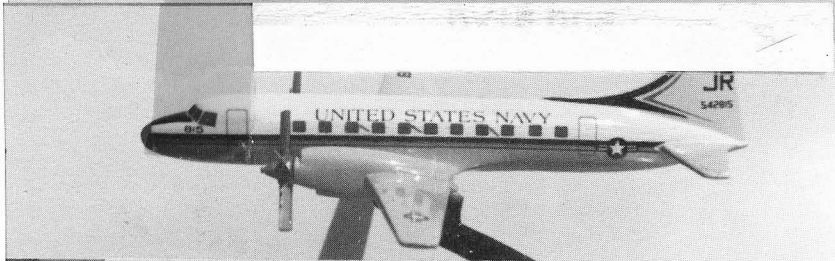


CC-109 109154 assigned to the Deputy Commander of Norad, with "Smokey O2" behind the cockpit window. Peterson AFB, Co., in Feb. 1981. (M. Monaghan via Isham)



COLOR BACK COVER

Top to bottom, left side. VT-29D 52-5830 of the Air Force Logistics Command. (via Nick Williams) VT-29D 53-3533 of the South Dakota ANG in April 1975. (D. Slowiak via Menard) JC-131B 53-7791 of the Air Force Systems Command - Aeronautical Systems Division in July 1966. (S. Miller via Menard) HC-131A 52-5783 in March 1978. (K. Buchanan via Menard) T-29B 51-7906 of VT-29 seen at NAS Miramar on 8-26-67. (Swisher) C-131F 141028 from the Naval Weapons Center, China Lake on 1-31-78. (USN via H. Andrews) Top to bottom right side. VT-29D 53-3528 of the North Dakota ANG. (K. Buchanan via Menard) CT-29A 49-1933 of the Vermont ANG in November 1974. (K. Buchanan via Menard) NC-131H 53-7793 of the Air Force Flight dynamics Lab in May 1975. (Menard) MC-131A 52-5795 of the 375th. AMAW at NAS Miramar on 8-26-67. (Swisher) R4Y-1 141024 at NAS Point Mugu on 5-21-60. (Swisher) C-131F 141011 of VR-1 in January 1964 at Santa Maria, CA. (Swisher)



Of the two Execuform kits only the 240 (T-29/C-131A) kit was built up for this book. A T-29B of Naval Training Squadron 29 (VT-29) was the end result. This kit as well as the 340/440/540/580 (C-131B/H) come with extensive 1/72 scale drawings and conversion parts, prop blades, landing gear, engine details, clear window material and a spare piece of sheet plastic. Both kits are in 1/72 scale and are entirely made-up of vacu-form parts. These kits can be purchased from Execuform at 721 N. Prospect Ave., Redondo Beach, Ca. 90277.

